FUROR OVER MILLE MIGLIA TRAGEDY

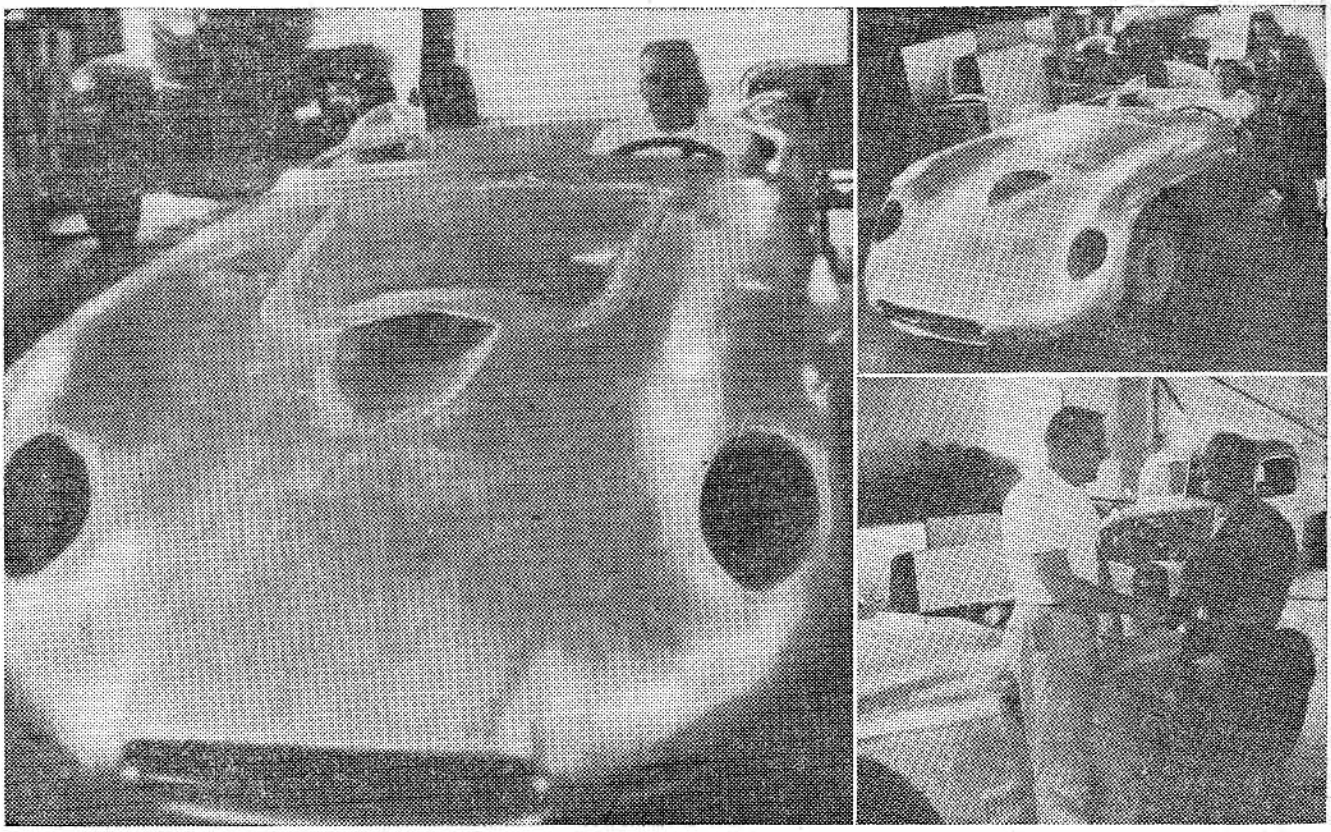
See Page 1

MOTOR RACING

Vol. 2—No. 15 (Published Bi-Weekly) except last issue of calendar year Los Angeles, Calif. 15c © May 17-24, 1957

MILES AND VON NEUMANN DOMINATE UNDER-2 LITER SAN DIEGO RACES

See Page 1



—Vignolle & Powell

AK MILLER, of Whittier, sits behind wheel of his Chrysler-powered car which he drove last week-end in the tragic Mille Miglia in Italy. Upper right is three-quarters view of machine, while below is closeup of Miller and Jack (Willie) Sutton, who designed and built the all-aluminum body. Brakes failed in charge through the mountains and Miller was forced out of the going after 300 miles. See story on Page 1.

CRACK FIELD GOES AT INDIANAPOLIS

See Page 1

MOTORACING

Vol. 2—No. 15 (Published Bi-Weekly) 15c 44 May 17-24, 1957

Girls Liven Up Races at San Diego

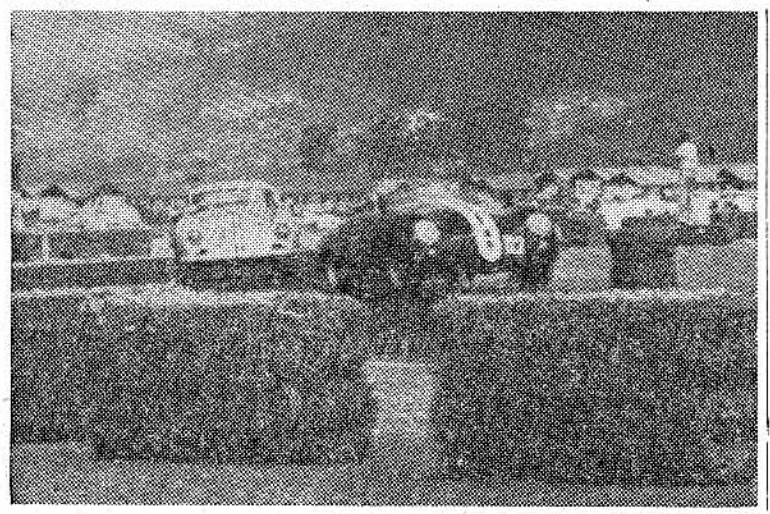
FOURTEEN PRETTY LEGS AT SAN DIEGO

These winsome dolls, with the exception of the character fifth from the left, helped liven the SCCA San Diego Road Races last May 4-5.

They paraded at the start-finish line before the main event and got an ovation from the crowd.

The shapely girlies were Queen candidates for the Fiesta del Pacifico, a big San Diego celebration.

Only bum gams in the photo belong to Lester (the Road Tester) Nehamkin, the well-known auto racing photographer, who only injected himself in the photo because of the prodding by fans.



Coverage By Manney

With the racing season getting underway in Europe, MOTORACING readers can look forward to the sparkling, news-packed articles by Henry N. Manney III.

Manney isn't only a writer; he's a driver, too. Therefore, you can expect race coverage from a man who knows the sport of road racing inside out.

Watch for his stories in MOTORACING.

Miles Routs Field In San Diego Race

BY GUS V. VIGNOLLE
MOTORACING Staff Correspondent

SAN DIEGO, Calif., May 5. — With the exception of a couple of isolated popoffs, which you can expect anytime, anywhere, the the series of road races staged here this weekend by the San Diego Region of the Sports Car Club of America and the local Junior Chamber of Commerce was a fine accomplishment.

The scene was a smooth macadam course a little over 1¾ miles at Hour Glass Field near the Miramar Naval Air Station.

And it was a unique experiment because the action was

Complete Race Charts, Page 8-9

limited to cars under 2 liters, which, you will recall, was the trend of thinking after the horrible disaster at Le Mans in 1955.

While the big race lacked luster owing to the fact that it proved such a walk-away for hawk-nosed Ken Miles, the Britisher from Hollywood who drove John von Neumann's Porsche Spyder, it was a weekend of conviviality, plenty of fun for the drivers and the offering of a unique course that gave the fans an almost unlimited view of all the action.

SAFE WEEKEND

And as Patti Biehl, wife of the race chairman, pointed out, it was a safe weekend. It was about as safe as you'll ever find, for

KEN MILES
Easy San Diego Victor

there were 133 drivers in 11 races, with only 24 DNFs and only one car — Bob Plass' MG Mistrial — getting a fender crunching.

The two-day crowd was estimated at 10,000, and the paid attendance was probably around 6000.

The San Diego Tribune headlined Mel Zikes' story: "Miles-von Neumann, Inc., Wins Sports Car Laurels." The yarn, in part, said: "Miles, who is as close to being a professional as a driver can be and still qualify as an amateur, proved that you 'can't beat money' as he sped to his patented victories."

And that's just about the way it was.

Bob Drake was there with Joe Lubin's Cooper Climax, and there was a big hoopla over a brannigan with Miles. But it never came off because the Cooper was out of kilter with transmission trouble.

Drake didn't finish the one-hour main event for modifieds,

(Continued on Page 10, Col. 1)

DePortago, 14 Others Die in Italy

MANTUA, Italy, May 13. — A furor similar to the one that went up after the 1955 Le Mans tragedy was broiling in Italy today following the death of the Marquis Alfonso de Portago, two other drivers and 12 spectators in the Mille Miglia (1000-mile) road race yesterday.

Abolition of the race in its present form was sought by Government officials and newspapers. They decried the staging of a race allowing cars to race up to 150 mph over small roads crowded with spectators.

The two other drivers killed were de Portago's co-driver, Edmund (Gunner) Nelson, an American living in Paris, and G. H. Gottinger, Dutch driver piloting a Triumph. The latter died of a fractured skull when he crashed into a road guard near Florence.

De Portago was in third place and 30 miles from the finish when his flaming red Ferrari blew a tire. The car struck a pole near the terminal point of Brescia. It bounced some 15 feet into the air and slashed into two groups of spectators, killing 12, five of them children.

The Spanish nobleman, 28, an all-around athlete, was hitting 125 mph when the tire blew, according to eyewitnesses.

The Mille Miglia has claimed 35 lives in the past six years. Six met death in 1956.

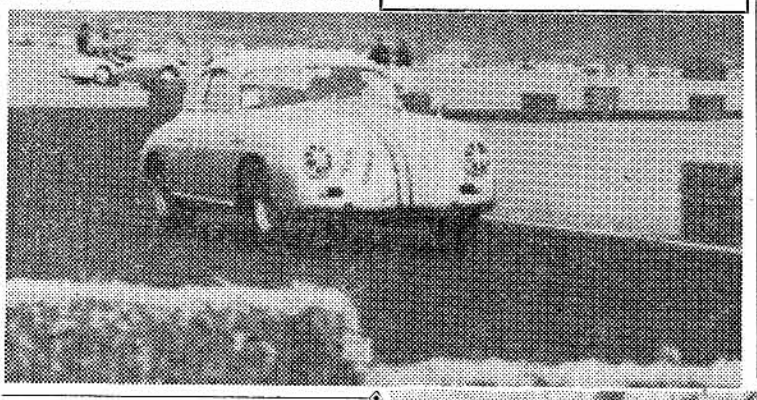
Ironically, in the current issue of Sports Illustrated, the noted driver, wrote: "One can be at the top one second, but all it requires is one very small error and one is very embarrassingly dead the next."

The race was won by Piero Taruffi, veteran Italian driver, Ferrari. Following were Wolfgang von Trips, Ferrari, and Oliver Gendebien. It was reported only one car length separated Taruffi and von Trips. Peter Collins, Ferrari, led until the last 140 miles, when he, too, blew a tire.

Stirling Moss, one of the big favorites in a 4.5 Maserati, was forced out early in the going with brake trouble.

Cary Back From Trip to Colorado

George Cary, Jr., who stages sports car races for the Los Angeles Region of the SCCA, may soon be putting on events at Castle Rock, between Denver and Colorado Springs, Colo. He returned here last week after dickering with Colorado race officials. Cary also may be staging SCCA races in Dallas.



—Vignolle & Powell

TOP PHOTO shows Lew Bracker leading Johnny von Neumann in front all by himself. Both were driving Porsche cars. It didn't last long, though, as center shot finds von Neumann in front all by himself. Both were driving Porsche Carreras. Bottom photo: Betty Shutes, Porsche, after her win in ladies' race. Marv Reichler holds GP checkered flag.

TOP FIELD FOR INDY

INDIANAPOLIS, May 15 — A comparatively small but brilliant field of 54 autos has been nominated for the annual 500-mile International Sweepstakes here at Indianapolis Motor Speedway May 30, according to Anton (Tony) Hulman, president of the historic speed plant.

In past years the entry list has been fluctuating between the 70 to 100 mark. It is believed the high cost of operating an Indianapolis auto has reduced the number of entrants.

Of the 54, only four are not "roadsters" specifically designed for the 2½-mile "brickyard" or other paved tracks. The four include a dual-purpose auto that can also race on one-mile dirt tracks, two Grand Prix autos and one "Indianapolis-type" car.

All cars are powered with Meyer-Drake Offenhausers of around 250 cubic inches (reduced in specs from the 270-274 of recent years). A few exceptions include the 165 cu. in. Wolcott Special, the 93 cu. in. Morgan Engineering Special and the two famed.. Novi.. Specials,.. supercharged 168 cu. in. engines.

Insofar as the drivers are concerned, 31 veterans have been nominated along with 16 rookies who must pass drivers' tests. Qualifications to determine the 33-car field are scheduled May 18-19 and May 25-26.

(Continued on Page 8, Col. 4)

AK MILLER FORCED OUT

(See Cover Photos)

Sports car racing followers—and, more so, hot rodders—throughout the U. S. were saddened to learn that Ak Miller, the Americant entrant from Whittier, Calif., who traveled more than 6000 miles to compete in the brutally-rugged Mille Miglia in Italy last weekend, was forced out when he lost his brakes in the mountains after 300 miles. He also had exhaust system trouble.

This was no lark for the husky, 36-year-old garage owner and hot-rodder who has been racing since 1936 and made a name for himself in Mexico's Pan American Road Race in 1952-53-54.

With Doug Harrison, 31-year-old machinist who drove with him in all the Mexican races as co-pilot, Miller was behind the wheel of a Chrysler-powered thunderbolt developing 400 horsepower and capable of 180 mph at 5400 rpm.

Ak had been working on this new machine—the second Caballo de Hierro (Iron Horse)—since 1955, when the word was out that another Mexican Road Race would be held.

HOT ROD HELP

Harrison helped him build it. But he wasn't the only aide. Hundreds rallied to the cause. It was virtually a "community project." A fund was started and aid came from all over the U. S., mostly from the hot-rodders.

There was Hot Rod Magazine,

(Continued on Page 11, Col. 4)

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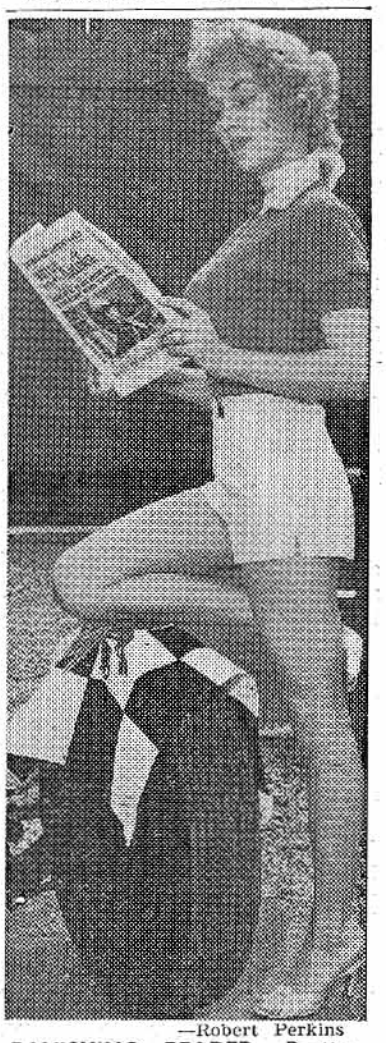

—Robert Perkins

RAVISHING READER — Pretty Leigh Snowden takes time out from her chores to read MOTORACING. She's starring in "Hot Rod Rumble," which has just been released.

• Racing Pow-Wow

By Maury Powell

PHONY RACE PUBLICITY KEEPS GOING ON AND ON

FORE! Which means, of course, we're teeing off again on one of our pet peeves — phony publicity.

And, in our target area for the third time, is young evidently naive Al (I don't care what you say about me, just spell my name right) Franken.

This same lad perpetrated the phony entry of Wes Santee in the CSCC Pomona Road Races last summer and plugged the phony appearance of Pat Flaherty, 1956 Indianapolis winner, as "honorary course marshall" for the CSCC Paramount Road Races.

His latest stint was on behalf of a promoter named Bill McKay, who ostensibly was going to open a plant called Los Angeles Speedway in the Gardena area. Projected date was May 10. But anyone not afflicted with solid cataracts between brow and cheekbone could discern easily that the track was suffering from an acute case of not-a-chance-itis.

No lights had been installed, no grandstands had been put up. Permits from insurance and fire inspectors had not been granted even as late as May 8. The crashwall wasn't in.

Most of the work done had been by Franken in conning the Los Angeles and suburban sports departments into giving the track premature publicity.

Not only was the Big Lie handed out about the track's opening, but NASCAR Chief Steward Tony Coldewey was forced into telephoning Franken and McKay to stop advertising a race involving NASCAR convertible autos for May 11.

Press Agent Can Cut Out the Baloney

"McKay called a long time ago about running some NASCAR races, but nothing was ever finalized," Coldeway told us. "Another track in Gardena had been granted a NASCAR modified stock car date for that night, anyhow, so it would have been impossible for me to let them run an opposition date at all costs. They absolutely had no right to advertise and publicize the May 11 date," Coldeway emphasized.

As far as we're concerned, Franken can knock us off his publicity mailing list for all time to come. We've "had it," right up to here." Three strikes, you're out!

Peddle that phonus elsewhere, fella!

★

Here's some hot news anent the international classic shaping up for Monza, Italy, June 29, as relayed to us by Don O'Reilly, one-time editor of Speed Age, one-time NASCAR publicity chief and now syndicator of a racing column titled "Inside Auto Racing."

Quoth the capable and colorful Mr. O'Reilly:

"Special race cars being built overseas for the 500-mile U. S. vs European race at Monza, Italy, June 29, include Maseratis, Ferraris and a supercharged 500-horsepower BRM.

"These will be driven by the 10 best Grand Prix drivers in competition with the 10 stars from this country in eight conventional Meyer-Draka Offenhausers and the two Lew Welch Novi Specials.

"Col. Aleardo Covacivich, Managing Director of the 24,000-member Automobile Club of Italy, told me in a private interview his group is posting $260,000 in prize money and expenses, three times larger than the previous European high. Lap prizes will also be paid.

"Additional grandstands are being built to seat 20,000 spectators, with space for 130,000 others around the 2.64-mile high-banked course.

Race Divided Into Three Heats

"The speedway is part of a larger road course and has never before been used for an event of this type. Because officials believe neither drivers nor cars can withstand the strain of 500 uninterrupted miles on the track, the race will be divided into three heats, 63 laps, 166.3 miles each with an hour intermission each time.

"The banks are so steep that a force of 2½ times the weight of car and driver is exerted.There is little side-thrust in the turns.

"The turns are such there is no upward drift. The faster the car goes, the higher it runs on the banks but it maintains the same relative position on the straightaways.

"Speedways in the U. S. are constructed so the turns rise away from the straightaway as if pivoting from the inside pole line. At Monza, the pivot point is nearer the center line of the track so a car running along the inside pole position would go down hill if it followed that groove.

A Reciprocal Deal Is Anticipated

"Actually, the car will more likely continue to travel in a straight line if it maintains the same speed, and the driver would see additional track surface falling away on his left while in the turns. The turns are, of course, wider than the straightaways.

"A total of 33 persons, 10 drivers, mechanics and car owners and three officials will be flown to Monza at the expense of the Italian club.

"It is anticipated some reciprocal agreement will be reached so European drivers will compete at Indianapolis in 1958, but details of financing the trip and the problems of reciprocal guarantees of starting positions will have to be worked out."

FINISHING TOUCHES—That Franken chap mentioned earlier in this pillar has pulled his fourth "phony"—plugging the Santa Barbara race entry of Leon Clarke, L.A. Ram pro football star end, when Coach Sid Gillman actually had obtained Clarke's promise NOT TO COMPETE! This decision was reached around Wednesday, May 8, but L.A. Times Columnist Gene Sherman used an item on Clarke's entry as late as Monday, May 13, and Clarke was booked on Gil Stratton's KNXT sports show the same night to plug his entry! Mrs. Clarke told the writer personally that she, too, had helped Gilman prevail on Leon to withdraw.

QUESTION OF THE DAY—Whyinell do they permit funeral processions on the freeways? . . . Looking for more customers? Also, why don't they pass a rule making it mandatory for sand, rubbish and gravel units to place covers on trucks and trailers? Ever notice how much of the crud on freeways, particularly on access and turnoff roads, comes from those very sources?

MOTORACING

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Gus V. Vignolle.....Editor
Maury Powell....Managing Editor
Bill Remrah.....Advertising
June Vignolle.....Circulation
Art Lauring, Jim Mourning, Gail Ann Holden, Myra Jones, W. Robert Nitske, Henry N. Manney III, Flavio St. Germain, Gloria Dearborn, Jules Delancey, John Foster, Tom Wilson .....Staff Writers
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LETTERS to the Editor

LESON LAUDS COVERAGE

Having just read your editorial and coverage on the Lou Brero incident, I would like to thank you for your straightforward and honest coverage of this very tragic affair. Unfortunately, in cases of this nature, there are always those few who would make something of nothing. These few will also try to find fault or put blame to someone. I can assure them that your coverage was an accurate one and there is certainly no one to blame for this tragic accident. The loss of Lou Brero was a great one, not only to myself, but to everyone who was associated with him. He not only exemplified the finest in driving, but was representative of everything we respect and would like to be. His magnanimity was closely knitted with his warm and genuine friendliness for his fellow man. Lou certainly represented the utmost in sportmanship, and will be remembered as a great loss to the sport.

If there is anything to be gained from this tragic experience, it is two-fold. One, in the future it should be made mandatory that all drivers wear racing type coveralls, full length sleeves and legs, treated with a suitable flame retardant material. This would lessen the chances of a fatality in case of a fire. Secondly, that a secure bulkhead or fire wall separate the gas tank from the cockpit.

In conclusion, I feel it should be incumbent on all of the racing clubs to obtain the best possible fire retardant solution and make this available to the drivers at cost for all events. To further assure proper precaution, it could become mandatory for each driver to present his or her racing coveralls at Tech inspection and at this time the coveralls could be dipped in the aforementioned solution.

Thank you again for your handling of this article, and also for the fine contribution to racing that your publication has given.

Chick Leson
Oakland, Calif.

KAMAAINA RENDEZVOUS

Robert Louis Stevenson once said, "When health deserts us the places we are sent to are often singularly beautiful." He was refering to the South Seas. He died at Vailima, Samoa. Others have come to this Paradise to suffer and die! To those left behind our deepest sympathy. Even the Rose of Paradise wears a thorn.

But talk about your bargain excursions—Hawaii was it! There never was so much fun for so little money. My "Coconut Hat" off to Ray Turnbull and his charming wife, Charlotte, for all the delightful arrangements. Everything was "maikai" (excellent). MAHALY NUI (thanks a lot).

Of course my "Boss" said I must be "nuts" for flying 5200 miles round trip just to see some "maikai" (good) racing. Be that as it may, I met a million miles of friendly smiles—some old some new—all the MOTORACING crew, Skipper Gus Vignolle, Maury Powell, Tom Wilson, just to mention a few.

Being a Kamaaina (old timer) in these Islands I renewed many old acquaintances. Duke Kahanamoku ate four bowls of Poi to my two. We will have to work hard to match the hospitality accorded us by the Associated Sports Clubs of Hawaii and those wonderful people who managed to transport us to and from Dillingham Field at Mokuleai.

It was a joy to come—but tough to leave. It made me feel somewhat like the beachcomber who wrote "——— The waving of the fronded palms, the sleepy hush at noon, the wonders of the tropic night, the magic of the Moon, The breakers on the coral beach that tumble into foam—by these enchantments we are bound, you cannot call us home."

See you next year. Aloha nui nui.

Robin Johnson
Glendale 4, Calif.

A TERRIFIC IDEA

Please find my Reader Survey enclosed, and this seems a good time to get another matter off my chest.

Being an advertising man and an ex-competition driver, it's only natural that my thoughts turn to more and better promotion of sports car activities in general and road racing in particular.

It's an acknowledged fact that the L. A. area is the "sports car heaven" of America. Many of our top drivers live here, as well as a high percentage of the nation's sports car owners.

I propose that serious thought (and action) be given the possibility of instituting a "driver's school" in this area. Undoubtedy, many of the "name" drivers would be willing to donate a day or two out of a month to instruct novice drivers. Perhaps the Paramount course or the track at Pomona (or both), could be utilized for this purpose.

If this program were properly publicized through the press, the various sports car clubs, law enforcement agencies and other interested organizations, I'm sure we'd be doing a genuine service to road racing. . . present and future. There'd be fewer accidents during actual racing, public favor would be gained, more potential drivers would become active in road racing (thereby giving the sport a much needed "shot in the arm"), and would assist the taking road racing somewhat out of the class of "sport of millionaires".

All things considered. . . it seems to be a way to accomplish many things — and make many friends. Lord knows we need em!

I'll be more than glad to volunteer my services to this project in any capacity that's needed. Your comment will be appreciated.

Congrats on the finest paper in the country that's devoted to us "little wheels"!

Robin Dickinson
Los Angeles.

LIFE IS TOO SHORT

I am very glad to see Motoracing is not criticizing everyone as much as they did. It gets a little tiresome after a while and ceases to have any value.

I sure appreciate the fine racing coverage and can't wait for the next issue to get the news. One point that was missed in Cuba was brought to my attention recently. John Kilborn of Decatur, Ill., was co-driving with Gendebien in a 2-liter Ferrari. They took fifth overall and second in class. I especially like to hear what American drivers are doing in International recing.

Don F. Kesler
Santa Monica

SPORTS EDITOR LIKES US

Your magazine looks fine. It's well edited and written. All the gang sends regards. Top O'Luck.

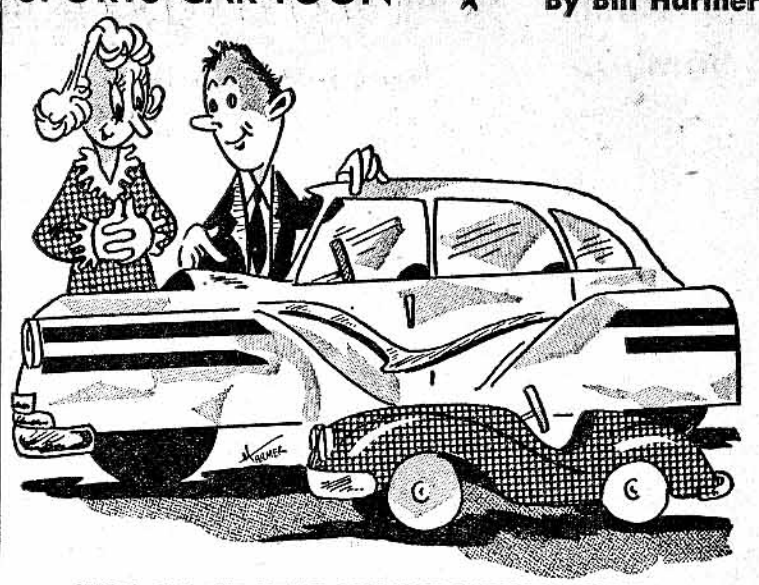
Benny Kahn
Sports Editor
News-Journal
Daytona Beach, Fla.

AD PAYS OFF

Your advertising is good — sold my Ferrari the day after your last issue came out — fellow in Whittier, California, bought it.

Douglas Elzinga
(Performance Cars)
Grand Rapids 6, Mich

SPORTS CAR-TOON ★ By Bill Harmer



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RALLIES

MAY

19—Glendale FCCA Barbecue Rallye,, Sears Parking Lot, Laurel Canyon & Victory, 8:30 a. m.
*18-19—San Diego SCCA Open Ensenada Rallye.
*24-26—Long Beach MGC Great Western Championship Rallye.
25—Paramount & 20th-Fox "The Fun Rallye" Lot at 5451 Marathon.
25—Republic Motor SC Out-of-State Weekend Rallye.
26—Arrowhead FCC Time and Speed Trials, Riverside De Anza Race track.
26—Austin Healey OC "Do It Yourself" Rallye, Mobilgas Station, Washington & Flower, 9 a.m. Santa Barbara FCCA semi-annual Gymkhana, Goleta Airport, 10 a. m.
26—RRTA Speed Trials, Pomona Fair Grounds, Practice 8:30 a.m. Trials 11:30 a.m.
26—Santa Anita FCCA "Long Way 'Round" Rallye, 2270 No. Lake, Altadena.
30-June 2 — Wiesbaden Rallye, Germany.

JUNE

2—FCCA "International First" Sports Carnival. Benefit Las Patroncitas Guild of Valley Presbyterian Hospital. Concours d'Elegance; Gymkhana; Sports Car Show; Display Classic Antique, Vintage, Grand Prix and Indianapolis Autos; Quarter Midget Racing; Accessory Display and Fashion Show, Devonshire Downs.
2—Santa Monica FCCA "Snafu" Rallye, navigational to Devonshire Downs. 9:30 a.m.
7-8-9—Los Angeles SCCA "Run to the Clouds" Yosemite Tour.
8—Hughes Employees ASCC Yosemite Rallye, Builder's Emporium, Sepulveda & Oxnard, 6:00 a.m.
8-9—Yakima Valley SCC Maryhill Hill Climb, 10. mi. So. of Goldendale, Wash., adjacent to U. S. Hiway 97.
9—Phoenix FCCA Overnight Rallye
11-16—Rallye of the Midnight Sun—Sweden.
15-16—Milwaukee SCCA Hill Climb, Rib Mountain, Milwaukee, Wis.
15-16—San Fernando FCCA Sleeping Bag Rallye.
16—National Rallye Day for Muscular Dystrophy Charity — ALL CLUBS.
16—La Jolla SCC Torrey Pines Rallye III, Parking lot Organ Pavilion, Balboa Park, San Diego, 9:01 a.m. Approx. 200 miles.
20-23—Geneva Rallye, Switzerland.
*22—Compton FCCA Championship "Over the Hill" Rallye III.
22-23—Paramount SCSCC Rallye.
28—Republic Motor SC Sight Surprise Rallye.
30—Southwest SCC Rallye.

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• Vignettes

By Gus V. Vignolle

ABOUT SAN DIEGO RACES, HAWAII AND F.I.A IN U.S.

SAN DIEGO, Calif., May 5—The San Diego races, limited to cars under 2 liters, were fun, believe it or not. And whether it was the smaller engines or the nature of the course, we are not prepared to say, but they were about the safest sports car races we have ever lamped.

For the most part, cars stayed on the road, and there was only one case of fender-crunching.

And on top of it all, it was pleasant being with the Haans, Vilem and Zaz, Cleo and Forrest Adams, John and Patti Biehl, J. W. Marsh, Ron Morse, Bob Wood, Bill Smith, Palmer Hughes, Mel Zikes and Johnny McDonald.

And while down here with our roomie, Silent Lester Nehamkin, word reached us regarding the recent races in Hawaii.

Ray Turnbull took a loss of $13,842.98, yet the fellow said, "I am completely happy with the whole affair because everybody had a good time." How do you like those Jonathans?

Everybody agrees that he should have carte blanche to try to recoup next year—and don't think the 1958 deal won't be a titanic.

The races probably will be held the week after Easter. Friday will be for speed runs, a 6-hour enduro on Saturday and a regular program of short, snappy races on Sunday.

Then It Will Be 'On to Tokyo'

Then there'll be a one-week respite (?) in Honolulu, after which the cars will be loaded on a Japanese freighter and proceed to Tokyo, where another big race will be held. It is planned to fly the invited drivers and others to Japan at no cost.

A race in Tokyo, it is claimed, will draw close to 75,000 spectators. The Japanese are now clamoring for such an event. If this happens, says Turnbull, a percentage of the gate will go to the drivers.

On top of this, a Chinese official contacted Ray and implored that after Tokyo the gang head for Hong Kong for another race.

Well, sir, isn't that getting a little out of hand? Next stop probably would be Istanbul.

Hawaii Race Expenses $23,722.48

The Hawaii race expenses amounted to $23,722.48, and the total income was $14,666.50 (which means a lot of machetes were used to slash the vegetation to sneak into the joint). On top of this, Ray had personal expenses of $4787 for airline transportation and hotel bills.

There was a minor holler because Ray entered the Islanders' race, which he won. Because of the one grumble, he has disqualified himself and turned back his trophy.

All we know is that a lot of people are going to be pulling for Turnbull to not only make up the deficit, but earn a bundle for himself on the next one. We second the motion.

There has been some talk, too, about the 1958 deal being for the world-famous Vanderbilt Cup. More on this at a later date.

★

We have been following with extreme interest the study of racing helmets being made by Dr. George Snively, of Sacramento, a driver and course physician for the S.F. Region of SCCA. And we accept with pleasure an invitation to the series of tests to be run in Los Angeles May 18. Dr. Snively will have accelerometer equipment for these tests, and they should be of considerable interest. This is truly a worthy project. Anything for safety's sake is great.

★

Rumor Moran U.S.'s F.I.A. Representative

The rumble is that Charles Moran, Jr., of Rye, New York, has been selected as the F.I.A. representative for the U.S.A. This post not only covers sports car racing but also such deals as Indianapolis and Bonneville—in fact all of the international records and races formerly covered by the A.A.A.

Moran is a former National president of SCCA and was the victim of the Kimberly purge in 1956. In visiting the S.F. Region he had considerable difficulty explaining The Bite, the lack of national financial reports and the then prevalent apathy of the National office. Hence the success of the purge election.

The National officers of SCCA decided in March to forget about the F.I.A.—whether it was an advanced word on Moran's selection or due to the fact that they would have to take the whole racing deal and not just the sports cars, that prompted their judgment in this matter.

Moran has been in Europe recently, so this has probably been brewing for some time. The shadow of Briggs Cunningham seems to be haunting the background, so it could be that he is the power behind the throne and Moran is the front man. Briggs is not entirely a stranger to International racing. He is also the one who got the pro-amateur ruling on Sebring by telling the boys that he wanted an immediate ruling and they solved that problem right now.

How this will affect the U.S.A.C. and the present administration of SCCA is only a matter of conjecture but it seems to put the sports car people in on the ground floor and with the many new road racing courses being built, it won't be long before International Road and Grand Prix racing may become a reality in U.S.A.

PistoNotes

From what could be heard at the San Diego races no love is lost between the **Jaycees** down there and the Cal **Club**. The two formerly were a tandem for the Torrey Pines races.

JOHNNY McDONALD

Johnny McDonald, however, pointed out that since they lost dough, it's possible they'll deal with the CSCC for the next meet . . .

Johnny Green, Renault distributor, will have a flashy Renault Spyder running at Santa Barbara this weekend. **Jim Parkinson,** who knows his biz, will be driving it . . . Renault Owners Club of America, by the way, is now rolling great. Group rolled out to Palm Springs last Sunday, winding it up with a smorgasbord, swimming and all kinds of fun.

Three well-known sports car figures, **Lou Falcon, Joe Playan** and **Bob Mauser,** have opened a nifty spot at 10838 Washington Blvd., Culver City—California Sport Cars Accessories. They have a varied line, all types of motoring publications and fine jewelry for the aficionados.

They invite one and all to their smorgasbord—a layout of pickup items for which sports car owners have no further use and would like to sell.

Long Beach MG Club has its third running of the Great Western Rallye to Monterey May 24-25-26. Prexy **Fred C. Sander** rightly feels this one, like its predecessors, will be one of the finest west of the Mississippi. During the year, the club concentrates heavily on difficult navigational problems, but for this one they break down and have nothing but fun. This is believed to be the only three-day rallye in this area. Lots of trophies and dash plaques will be awarded. It should be a corker. Last two were to Yosemite and Ensenada . . .

Big Pimm's Cup party will be held at the Carrillo Hotel Sunday eve after the Santa Barbara races, reports **Bertha Kelly . . .** 1956 Indianapolis Yearbook is now available from Publisher **Floyd Clymer,** 1268 So. Alvarado St., Los Angeles 6. The new 112-page book has 400 photos and a technical section, as well as histories of every car and driver . . .

Pete Vanlaw, who used to follow the local races closely and is now in the Air Force, has married **Linda Michele Murdock.** They are now living in Del Rio, Texas . . . **Bruce Kessler,** recently drove the Maserati firm's 3-liter job for 50 laps at Lime Rock, Conn., and his fastest lap was 1:09.2, which tied the lap record set by **Walt Hansgen** with the D-Jaguar. He was testing the car for **Carroll Shelby,** who will drive it at Cumberland. "And," **Bruce** said, "the Maserati people were testing me." They're going to send young **Bruce** to Marlboro, Md., with their 2-liter job. Nice going . . .

Some of the boys were saying that U.S. vs. Europe 500-mile deal at Monza will be nothing more than an exhibition, since Ferrari and Maserati factories can't see much hope in Indy type of competition. But there'll be private entries. But, as **Lester Nehamkin** points out, how can they overlook that heavy bundle of dough that will be up?

45 Sec. Error in 675-Mi. Rallye By Hugill-Enoch!

Douglas Hugill, driving a Triumph TR2, with C. K. Enoch navigating, won the third SCCSCC Championship Rallye of the year—the Lockheed 24-Hour Rallye—with a total error of only 45 seconds for the 10 check points scattered over the 675-mile run.

The course ran from Burbank through Sequoia, King's River, Kernville, and back to Saugus, and covered some of California's most scenic areas.

The close scores were a credit not only to the contestants but particularly to Course Marshals Norm Stratton and Hubert Priddy—proving that if a rallye is laid out properly AT THE SPEEDS CONTESTANTS WILL DRIVE IT there will be close agreement with the official times.

The winners were from the Northrop team.

The next two cars had identical scores, so the car with the largest error on any one leg moved down one place as provided by Council code.

Jim Keyes, of the Compton FCCA, with Dick Kermode navigating, was second in Jaguar with a 59-second error. Third place was taken by a Porsche driven by Walt Glassett, with Don Morrow navigating, from the Porsche Owners' and Lockheed Sports Car Clubs, with a 59-second error. Of the 203 cars entered, 189 finished.

Gail Holden, navigating for Bruce Pollock in a Plymouth Fury, was running a close second when they missed the last turn in the rallye and came in with a 22-minute error! A VW driven flat out by Janis Green, with Gladys Stoer navigating, also had a good score until the last leg, where they took a tour out to Willow Springs.

Winners of the first 10 trophies were:

Pos.	Error	Driver	Navigator	Car
1	:45	Hugill, Douglas	Enoch, C. K.	TR-2
2	:59	Keyes, Jim	Kermode, Richard	Jaguar
3	:59	Glassett, Walt	Morrow, Don	Porsche
4	1:02	Hanna, William C.	Flude, J. Richard	Healey
5	1:05	Fleming, Frank	Marechal, Nicholas	Porsche
6	1.10	Cummings, Thomas	Cummings, Emily	Healey
7	1:19	Smith, Russell	Harvey, Scott	Jaguar
8	1:20	Cooke, Charlie	Cooke, Drisa	TR-2
9	1:28	McCready, Karl F.	Conklin, David	Plymouth
10	1:30	McDonald Jr., F. W.	McDonald, Laura	Jaguar

Unofficial SCCSCC Championship Rallye standings based on results of the first three Championship Rallies are:

Position	Driver	Navigator	Points
1	Bill Hanna	Dick Flude	57
2	Walt Glassett	Don Morrow	56
3	Doug Bailey	Margaret Wackerle	48

KILBORN ST. LOUIS WINNER

ST. LOUIS, April 28. — Honest John Kilborn, piloting a Monza Ferrari after his ride in the Corvette at Sebring, won the feature half-hour race here today for modifieds over 1600cc. He averaged 70 mph around the 1.8-mile course at Smartt Air Field.

Races were staged by the St. Louis Region of the SCCA.

Jack Quackenbush, Testa Rossa Ferrari, was second, followed by Karl Kopplin, Austin-Healey 100S.

Jack Hinkle, in his potent Kurtis-Offy, dusting off everybody as usual, won the under-1600cc race for modifieds.

Among those spinning out in the finals was SCCA Prexy Jim Kimberly, mahing hi$ Ma$erati 200SI a good lick.

Despite rain for Saturday practice, the races were a great success, although lap times were considerably slower than the 87 mph record held by Ed Crawford, Porsche Spyder.—**Monty Roberts.**

Race 1—Prod. under 1600. ½ hour. Avg. 62 mph—1, Walsh, Ed, Porsche Carrera; 2, Rickert, Chuck, Porsche 1600 Super; 3, Peters, John, Porsche Carrera.

Race 2—Prod. over 1600. ½ hour. Avg. 65 mph—1, Jordan, Bill, A.C.-Bristol; 2, Robbins, Clyde, 300SL; 3, Rand, Frank, Corvette (FI).

Race 3—Over 1600 Sedans, Class G MG's and Ladies. ¼ hour. Avg. 64 mph—1, King, Audrey, XK 140 MC; 2, Spooner, Bob, Volvo; 3, Harris, Grace, A.C.-Bristol.

Race 4—Prod. & Mod. under 1600. ½ hour. Avg. 68 mpr—1, Hinkle, Jack, Kurtis-Offy; 2, Weiler, Bob, Lotus 11; 3, Walsh, Ed, Porsche Carrera; 4, Rickert, Chuck, Porsche 1600 Super; 5, Dieter, Cy, Porsche Spyder 550.

Race 5—Prod. & Mod. over 1600. ½ hour. Avg. 69 mph — 1, Kimberly, James, Maserati 200SI; 2, Rand, Frank, Corvette (FI); 3, Kilborn, John, Monza Ferrari; 4, Quackenbush, Jack, Testa Rosa Ferrari; 5, Knowlton, Duke, A.C.-Bristol.

Race 6—Mod. under 1600. ½ hour. Avg. 69 mph—1, Hinkle, Jack, Kurtis-Offy; 2, Dieter, Cy, Porsche Spyder 550; 3, Weiler, Bob, Lotus 11; 4, Causey, Dave, Lotus 11; 5, Leighton, Chuck, Jabro Jr. (Crosely Sp.)

Race 7—Mod. over 1600. ½ hour. Avg. 70 mph—1, Kilborn, John, Monza Ferrari; 2, Quackenbush, Jack Testa Rossa Ferrari; 3, Kopplin, Karl, A-H 100S; 4, Johnston, Jim, Testa Rossa Ferrari.

Only 4 out of field finished. The course was breaking up and all others spun out and crashed!

Oakland No. Cal. Hq. for Renault

The John Green Corp., distributors of Renault in California, has selected Oakland as the Northern California headquarters for sales, service and complete parts depot catering to the entire Bay and East Bay area. A full line of Renaults is carried, including 1957 Dauphine.

Glen St. Louis, resident manager of the Renault showroom, cordially invites the public to see and test drive the new Dauphine at the new showroom, located at 1705 E. 12th St.,

San Gabriel Races

On Sunday, April 21, the first running of the San Gabriel Road Races was held at the new road course in San Gabriel.

First Race — (lightweight motorcycles), 10 laps—Gene Wise, John McLaughlin, Sonny Angel.

Second Race—(Formula III)—Harry Morrow, Terry Lamoureaux.

Third Race — (senior motorcycles) — Bro Smith, Marty Dickerson, John McLaughlin.

Fourth Race — (Formula III) — Dick Rogers, George Holcomb.

Fifth Race — (Junior Motorcycles) — Gene Wise, John McLaughlin, Sonny Angel.

Sixth Race — (Formula III Main Event)—Dick Rogers, Harry Morrow, George Holcomb, Les Gaylord.

Seventh Race — (Open Event Motorcycles) — John McLaughlin, Roger Thompson, Michael Juneau.

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• Up the Straights

By Jim Mourning

LAS VEGAS A GOOD SPOT FOR SOME NICE DICING

IF YOU EVER have any trouble locating a CSCC member, look in Las Vegas. Sports cars aren't too numerous in the wiggle and wager capital, but over half those that fell under our bloodshot gaze bore CSCC badges.

Actually, this weary scribe and photog **Bob Rolofson** braved the desert's financial suction pump in quest of material having not a whit to do with things automotive. But it's the old bromide about the boy and the country. In this case, they could take the boy out of automotive writing, but they couldn't take automotive writing out of the boy.

So we laced our hair tonic with a little gasoline and poked our prominent proboscis into automotive byways from time to time.

Surprisingly enough, most of the sports cars we spotted in hotel parking lots weren't along the Strip, but at the **Showboat, an edge-of-town hostelry that offers everything the Strip does and with considerably less financial nerfing.**

But we weren't satisfied that the accommodations alone accounted for this sports car covey. Then, recalling the magnificent research our curly-headed editor has done in the field, we headed for the bar. We can now add the name of the Showboat (ask for Carl) to **Motoracing's** list of top spots to take on several doz. martinis.

WALKING WAS OUT

Crawling into the car (we were in no condition to walk), we soon found that the sports car crowd has an excellent reputation everywhere in town. The Press On Ridiculous Rallye can take a large bow for most of this. People who didn't know an MG from a left-handed spanner knew about "that sports car business" and were eager to have it back.

Whether this was due to pleasing personalities or loose purse strings is something we failed to discover.

Being nothing but encouraged, we next trundled over to see **Jack Pepper,** the affable head of the Chamber of Commerce News Bureau. After a short briefing about the "good old days" at Reno, we laid it on the line. What were the chances of a road race in Las Vegas?

LOTS OF ACTION

Remembering the sad tale of the lads who committed financial suicide by trying to lure the crowd away from the crap tables with horse racing, we didn't expect much encouragement. We were wrong.

Although Jack was in no position to make any official statements, he did point out that the pony-boys' mistake was in trying to match the relatively slow betting action of a parimutuel set-up against the crisper clip of the casinos.

Las Vegas, he added, is now one of the major centers for unlimited hydroplane dicing, with its Sahara Cup Race, and the smaller puddle-jumpers always draw well. Even the few automotive events — mostly minor in nature—can count on a goodly crowd.

VEGAS A GOOD SPOT

Discounting the drawback presented by distance, we can't think of a more likely spot for a spot of lively dicing. Action at the track during the day, action in the casinos at night.

When you consider how many sports car kiddies trundle Nevada-ward for the sole purpose of divesting themselves of a portion of their roll, attendance shouldn't suffer from lack of enthusiasts. And Vegas now has a reputed permanent population of 75,000, certainly a bigger pool of potential customers than ever offered by some of the spots where high speed bumper tag has been played.

Palm Springs Concours

PALM SPRINGS, April 6—A Rolls Royce from London and a Mercedes Benz from Rifle Ranch, Prescott, Ariz., contended with a rare Bugatti on the grounds of the El Mirador, and despite the wind, the Concours d'Elegance was a social success. Gladys Stryker staged a fashion show. Hal Hayes showed his $18,000 Cadillac with the built-in bar. Race Queen Jan Harrison awarded trophies.

Class 1A, A. J. Vitarelli, MG-TC; Class 1B, D. L. Moore, Triumph TR 2; Class 1C, Leonard and Beverly Clow, Gardena, Calif., won Best-of-Show, Alfa Romeo Giulietta Spyder; Class 2A, Claude Grow, 1930 Ford Sport Coupe (134,000 miles); Class 2B, Phillip J. Hirsh, Volvo Sports; Class 2C, Dr. M. L. McPherren, Jaguar Coupe; Class 2D, James Wilkinson, Mercedes Benz 300 SL Coupe; Class 3A Dr. Milton R. Roth, Bugatti Brescia 2 Seater, (200,000 miles); Class 4 (Competition Cars), Betty J. Shutes.

Frascati Concours

Official Results — Frascati, Beverly Hills, Concours, May 12, 1957:

Best of Show, 1. Harry Bostwick, Volkswagen; 2. Serge Krizman, SS 100;3. Claude Grow, Ford Model A.

Class I (Open Two Seater Sports Pre 1950), 1. Serge Krizman, SS 100; 2. Ralph Carter, MG TC; 3. Jack Carr, MG TC.

Class II (Open Two Seater Sports 1950 to 1055), 1. Barbara Larned, Jaguar XK 120; 2. Mr. and Mrs. Tom Johnson, MG TF 1500; 3. Mrs. Stephen Geraghty, MG TF 1500.

Class III (Open Two Seater Sports Post 1955), 1. Beverly and Leonard Clow, Alfa Romeo; 2. R. M. Laviolette, Jaguar XK 140; 3. Bob Koskoff, Morgan.

Class IV (Open Gran Turismo), 1. Carol Zipper, Mercedes 540K; 2. Bud Cohn, Mercedes 540K; 3. A. Vincent Wilson, Cord.

Class V (Open Turismo), 1. Claude Grow, Ford Model A; 2. Tom Wolfe, Packard; 3. Bud Cohn, Chalmers.

Class VII (Closed Coupe), 1. Don Novack, Mercedes 300SL; 2. Don Schoenert, Aston Martin DB 2/4; 3. Al Fleming, Jaguar XK 140.

Class VIII (Closed Sedan), 1. Harry Bostwick, Volkswagen; 2. Louis Naidorff, Jaguar Mk VIII; 3. Phil Hirsh, Volvo PV 444.

Class IX (Formal), 1. Jack Nethercutt, Rolls Royce; 2. Wendell Williams, Austin Hackney; 3. Steve Stephenson, Pierce Arrow.

Class X (Competition), 1. Betty Shutes, Porsche Speedster; 2. Clarence Covert, Renault Mille Miglia; 3. Pat de Goldsmith, Porsche Spyder.

BRITISH SALES UP

In all, 32,305 British cars were sold in America last year, compared with 25,053 in 1955, an increase of 29 per cent.

Santa Barbara Races Slated May 18-19

Some 200 entries are reported for the CSCC Santa Barbara sports car road races Saturday and Sunday, May 18-19.

The entry list is headed by Phil Hill, one of America's leading sports car chauffeurs. Hill will drive a 4.9 Ferrari in the chase around the 2.2 mile course at Goleta Air Field. This is believed to be Tony Parravano's car.

Other well-known drivers include Jay Chamberlain, Lotus Mark XI; Ed Barker, Porsche; Roy Jackson-Moore, Cooper Climax; Ruth Levy, Porsche Spyder; Johnny Porter, Porsche Spyder; Betty Shutes, Porsche; Lek vonKaesborg, Mercedes 300 SL; John von Neumann, Ferrari; Bob Oker, AC-Bristol or Fraser-Nash; Jean Pierre Kunstle, Porsche Spyder, and Jack Bates, 300 SL.

A hot duel in the under-1500cc race finds Ken Miles, Porsche Spyder, again opposing Bob Drake, Cooper Climax.

SPECIAL TROPHIES

The big-bore winner receives the World Trade trophy, with presentation to be made by Wendell Shore, chairman of World Trade Week, assisted by Stanley V. Hardy.

Also, the over- and under-1500cc winners will receive a Pimm's Cup. A Pimm's party will be held after the races.

Yes, The Lotus Was Production!

Many people have raised an eyebrow after reading that Leon Miller took first place in the Production car race in Hawaii with his Lotus (1096cc)!

A quick call to Jay Chamberlain, distributor for this popular marque, straightened out a few of these eyebrows.

First of all, this car was flown here from the factory, since the rest of the shipment was tied up in the English shipping strike. This car looks like the current model of the competition car, except that it does not have a headrest; it has a wider screen, drum-brakes, and a live rear-end.

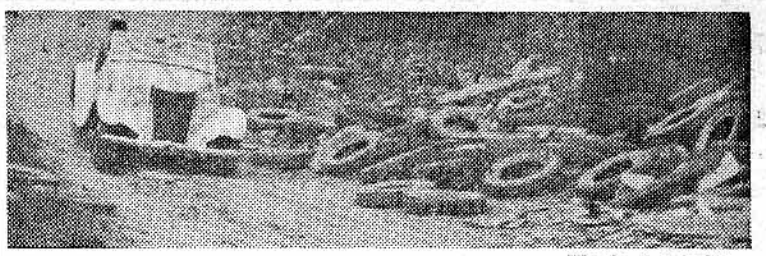
The factory reports 168 units produced to date and another 100 to be completed soon.

Jay has discussed the category with the Nat'l. SCCA and the Competition Board will vote on it at the next meeting.

Specs will be filed immediately with the CSCC, and he expects to have it declared Production by the Contest Board of that organization.

Miller will drive this Lotus at Santa Barbara if it can be run in the production class. This means some more competition for the poor tired TCs and TDs in race No. 2.

MYRA JONES



—Woods & Landon

NEED A TIRE?—Clayton and Dot Slagle driving their MG to victory in Compton-Long Beach FCCA "Litterbug Rallye." Fifty-seven cars drove through maze of city dumps and oil fields. Ray Carlson was rallymaster.

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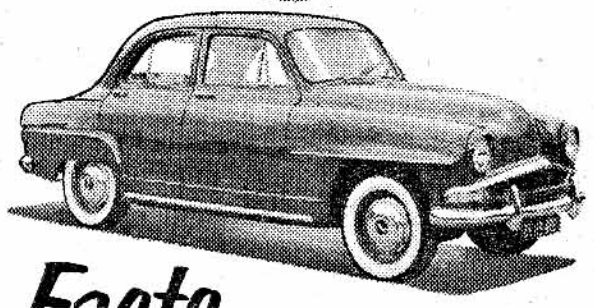

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SAN BERNARDINO — Art's Auto Sales, 860 E Street
SANTA ANA — Ray McCoy Motor Co., 515 East First Street
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Winning Rallye Techniques

By Gail Ann Holden
1956 SCCSCC CHAMPION NAVIGATOR

THE TIRE EXPANSION PROBLEM—PART 2

IN ORDER to obtain accurate mileage measurement, it is important that tire pressure adjustments **always** be made when the tires are cold.

It is also wise to assume the same conditions of tire pressure in running a navigational event as did the rallymaster in measuring the course, i.e., a rallye measured with tires at 28 lbs. of pressure, cold, should be run with about 28 lbs. of pressure, cold.

An event laid out with tires at 28 lbs. of pressure, hot, should be run with approximately 24 to 25 lbs. of pressure, cold.

Rallies are generally measured with some type of expandable tires. The rallyest running such an event with non-expandable tires should compensate for the rallymaster's expansion.

Those who run with expandable tires will need to compensate for their own expansion on rallies laid out with non-expandable tires or a fifth wheel.

The following tables have been computed from a formula supplied by the Dunlop Rubber Co., Ltd.:

Table 1 (for those who run with non-expandable tires)

Given Avg. Speed mph	Time Difference per Hour—in Seconds (based on Given avg. Speed to 10-mile Check)				
	10 mph	20 mph	30 mph	40 mph	50 mph
0*	+ 2*	+ 7*	+ 15½*	+ 27½*	+ 42½*
10	0	+ 5	+ 13½	+ 25½	+ 41
20	— 5	0	+ 8½	+ 20½	+ 35½
30	— 14	— 8½	0	+ 12	+ 27
40	— 26	— 20½	— 12	0	+ 15½
50	— 41	— 36	— 27½	— 15½	0
60	— 60	— 55	— 46½	— 34	— 18½
70	— 82½	— 77	— 68½	— 56½	— 41
80	—108½	—103	— 94½	— 82	— 66

* Theoretical values—for interpolation only

Table 2 (for those who run with expandable tires)

Avg. Speed Traveled mph	Time Difference per Hour—in Seconds (based on Avg. Speed Traveled to 10-mile Check)				
	10 mph	20 mph	30 mph	40 mph	50 mph
0*	— 2*	— 7*	— 15½*	— 27½*	— 42½*
10	0	— 5	— 13½	— 25½	— 41
20	+ 5	0	— 8½	— 20½	— 35½
30	+ 14	+ 8½	0	— 12	— 27
40	+ 26	+ 20½	+ 12	0	— 15½
50	+ 41	+ 36	+ 27½	+ 15½	0
60	+ 60	+ 55	+ 46½	+ 34	+ 18½
70	+ 82½	+ 77	+ 68½	+ 56½	+ 41
80	+108½	+103	+ 94½	+ 82	+ 66

* Theoretical values—for interpolation only

An explanation of these tables and their use will appear in the next issue.

RECENT TROPHY winners at Hawaii races, posing with two Island lovelies, are, left to right, Jim Parkinson, Burbank Sports Car Center; Bobby Brigham, Brigham-St. John Accesseries, and Leon Miller, of Burbank.

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Are You Going to Europe?

Racing Over There No Breeze

(Editor's Note—This is the 7th article of a series.)

By Henry N. Manney III
Motoracing Staff Correspondent

CANNES, France, May 15. — Something to consider while in Europe is the possibility of running in some of the smaller races to pick up experience. The organizers will probably be glad to have you, but you must remember that your national license is good for races in your resident country and for international races anywhere.

Henry N. Manney

This, naturally, is to protect the small runners from being victimized by a touring hotshoe with a fast car. For instance, if you have a Swiss license, you can't drive in the Circuit of Rigatoni, but neither can all the Italians swarm across the border and pick up the pots at the Cuckooglockner Hillclimb. Of course, everybody can go at Le Mans, Eifelrennen or Supercortemaggiore IF their entry is accepted. Some of the hot dogs have licenses that prevent them from running in any but international events but that probably won't worry you for awhile.

The best kind of national license to have is Italian because they run a jillion little races . . . the French are still sort of goosey from Le Mans and the Swiss don't have any races, just hillclimbs. The English have lots and lots of races but they have got the license question complicated still further: I don't understand it and you had better write the RAC.

YOUR ENTRY BLANK

You have to get your entry blanks from the organizers (or sometimes the automobile club will have them) or perhaps you may hear about these things from the local sporting group. Don't forget that entry to some of the races is not cheap . . . for the 1000 km of Nurburgring about $50, Coppa Inter-Europa about $22, Dolomite Cup about $27, Mille Miglia $70 or double that for late entry, and as I remember from Le Mans it was somewhere around $75.

Now the fun is only beginning because you generally have to arrange for as well as pay for your own gasoline and oil and at retail prices, too. Not only that, sometimes insurance is provided by the organizers, sometimes not (but you have to arrange for it) and sometimes by your automobile club when you get your license. You have to be able to prove it, too, which led to a lot of harsh words at the start of the Mille Miglia last year. Of course, there is scrutineering (careful, too), but one thing to consider is that inspection, checking in, formalities, etc., allus seems to take place in a furrin language. And when you turn to your fellow competitors for sympathy you will find that they speak only Urdu or Swahili.

STOCK OR MODIFIED?

Okay, so you have made up your mind to go racing. The next thing to make up your mind about is whether you want to run what is laughingly called production or modified.

There are some rules concerning size, shape, degree of modification, etc., of production cars (which you can get from the FIA, Place de la Concorde, Paris), but for the life of me I have not been able to make real good sense out of them.

It appears that you **can** run just about anything in some races but naturally some cars give you a better chance than others. For instance, in last year's 1000km of Nurburgring there were two Mercedes 220s running in with the 300SLs; the spirited manner in which they waxed a Thunderbird (besides some Porsches) gave rise to

(Continued on Page 7, Col. 2)

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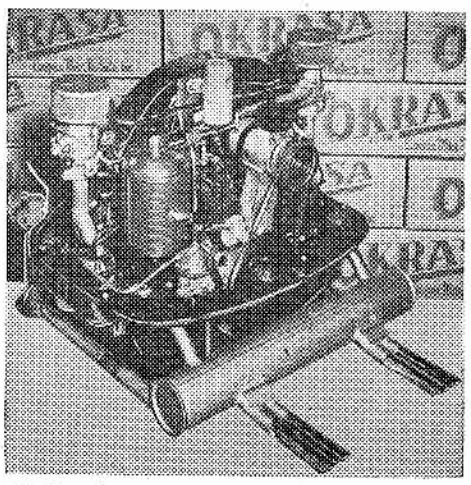

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Alan F. Bethell (above) has been elected president of Standard-Triumph Motor Company, Inc., New York. Standard-Triumph is the importer of the British Triumph TR-3 sports car.

Bethell, who was formerly executive vice president, has been in the automotive industry for 20 years. He is well known in Southern California race circles and formerly was West Coast manager for Standard-Triumph.

Unveil New Models At June 9 Concours

Douglas Sports Car Club stages a concours Sunday, June 9, at Stear's Restaurant, 116 No. La Cienega Blvd., according to Charles Tillitson. It is reported some new models will be unveiled.

Brunch will be served at 10 a.m. A cocktail party and fashion show are billed from 2 to 5 p.m.

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San Francisco Newsletter

• Dear Gus

By Tom Wilson

NATIONAL SCCA HAS LOOT, SO WHY NOT PICK UP CHECK?

DEAR GUS:

When the Hawaii Region of SCCA planned their Speed Week, in their innocence they thought that it could be conducted on the Sebring scale, with cash awards for the pros and trinkets for the simonpures. But **Jim Kimberly** had news for them—and it was all bad. No SCCA sponsorship or sanction for their races.

That was his mistake—they couldn't care less and due to lack of contact, had only heard faint rumors of SCCA when they paid their dues. Their mistake was an innocent one; they had never been counseled by the Wheels of Westport and besides there was Sebring and New Smyrna.

To get the big names to their races, they thought that it was necessary to put up some of the green stuff, as in money. It is necessary, but in their innocence they forgot to keep it quiet. That was their only crime. So instead of **Parravano** and **Fangio**, they ended up with a good entry list of 92 local and West Coast drivers, with a few big names lured by the rumors of exotic coral formations on Waikiki Beach.

SCCA would do well to send an observer and counsellor to all regions which are staging races for the first time; to get these neophytes straightened out in their thinking and to set up the race in the safest manner possible. Gus, I can assure you that I do not mean the guy that came to the Reno Races as an observer and then sent them a bill for $2300, the sum total of his bar and crap table losses. The check should be picked up by National; their pile of loot could stand it and it would surely improve relations with the regions.

Our nomination for the most experienced and best qualified man for this job is none other than the Barefoot Boy of Belmont, **Ted Rothermel**, who had run S.F. Region crowd control and course safety for many years without a fatality to a driver or a spectator. He retired to his baronial estate, in 1956, but probably could be coaxed back to active duty. But probably not before he shoots a certain hack writer.

★

"BEEG RED" WAS SCRATCHED

Amateur sports car racing has come a long way. The cash customers at Hawaii were given the unusual treatment of seeing the potential winning car and driver sitting on the sidelines due to a technicality known in legal circles as a contract—in an amateur sport yet!

A Beeg 4.9 Ferrari, which had made the fastest time in the time trials (166mph), and a fair country driver known as **Phil Hill** sat out the Gold Cup race because a 3.0 Maserait was not to be beaten. The contract says so. But some of the boys forgot to read the fine print and they beat it badly. In professional circles it would be called a rigged race. Yes, amateur road racing has come a long ways. But the much confused cash customer is not so sure which way it is headed.

★

NOTES FROM A FRENCH CUFF

Gus, while you were out spreading good will at all those Hawaiian cocktail parties, some of us were nursing our arteries and observing the flora and the fauna of the forest. Flora looked good at the beach, but the only Fauna were the leering wolves who seemed to run in packs.

For the first time in a long and varied race career we missed the lond-winded announcer who continually threatens the cash customers with durance vile if they don't "get out of the pits, stay off the hay bales and keep a rope on your dogs and kids." They solved all their problems by keeping the spectators out of the pits in the first place. If you belonged there, you had it made—nobody bothered you.

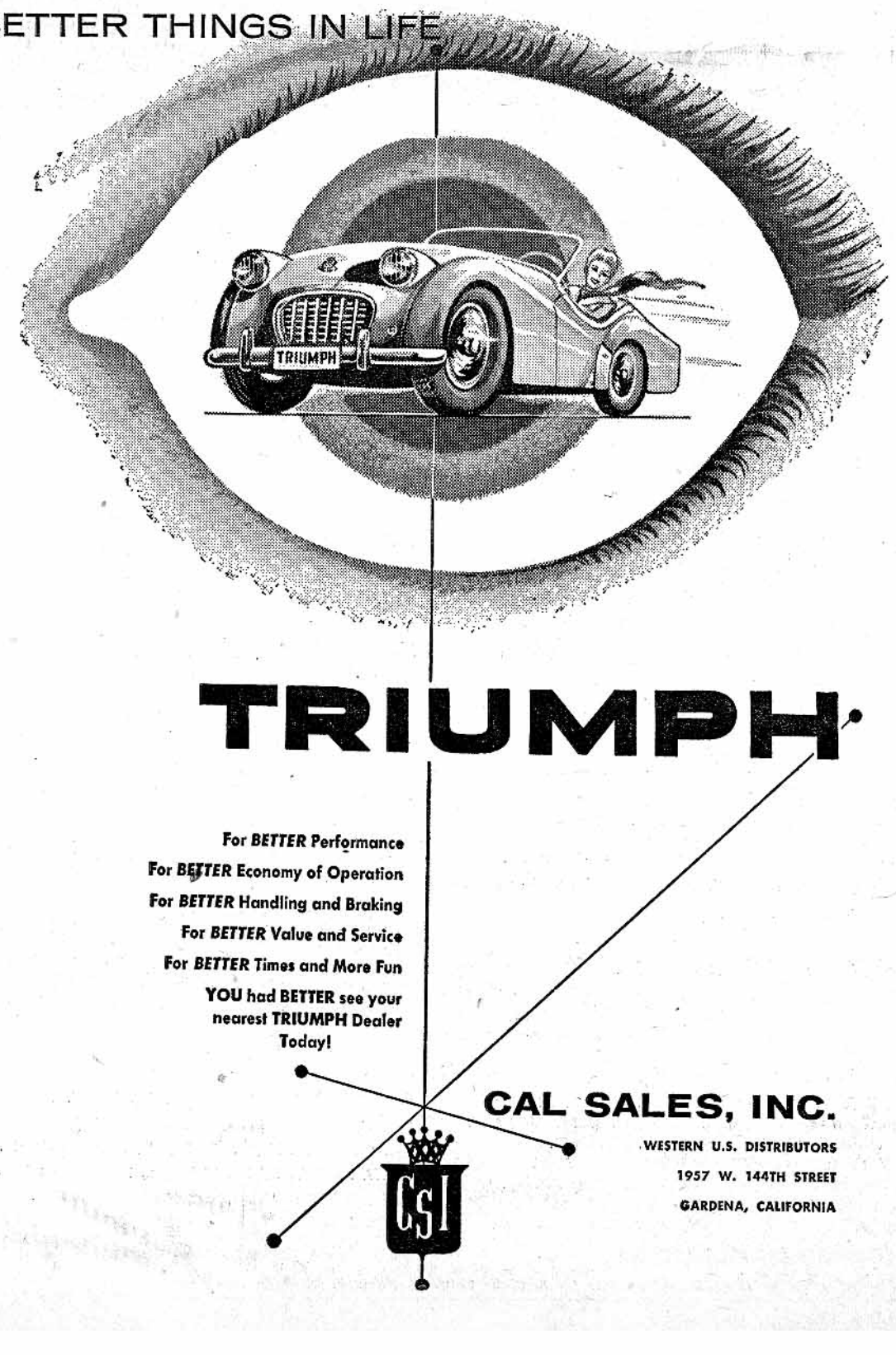
I've news for my favorite garage mechanic. **Rod Carveth** and **Don Blanks** put a new clutch in a DB 3S Aston in two hours and later pulled the head and were racing in three hours. It is common procedure on race days.

From those who know, the nomination for the world's worst Sunday driver goes to **Juan Fangio.** At Sebring, the drive from the course to town was an ordeal that left him a nervous wreck and his jittery driving was amusing to everyone. There is a moral to this, since he is beyond doubt the world's best race driver. Maybe we should try Aunt Matilda in a D Jag; up to now she has been a total loss.

Well, Gus, don't do anything about that deal until you hear from me.

With best regards,
tom wilson

AN EYE FOR THE BETTER THINGS IN LIFE



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• European Scene

By W. Robert Nitske

PASSING OF CASTELLOTTI SEVERE JOLT TO RACING

THE WEATHER was perfect for the test on the Monza track, on that Thursday, March 14, 1957. The brand-new V-12 Maserati had functioned excellently and Jean Behra had driven the Formula I car to a new, but unofficial lap record on the fast circuit.

Eugenio Castellotti, the 27-year-old Italian driver, stood around with the Ferrari factory people watching the event. Quiet and unassuming, this extremely handsome and athletic Grand Prix driver was well liked by all who came in contact with him.

The rivalry between Maserati and Ferrari is a real one, just like the one between Mercedes-Benz and Auto Union was a decade ago. One factory tries hard to beat the opponent to the finish line of every race, especially when both are of the same nationality. The prestige of the winner in his home country is tremendous and no money is generally spared to achieve supremacy.

The Commendatori Enzo Ferrari agreed to let Castellotti take the V-8 Ferrari and try to beat the time set by the French champion Behra with the spectacular V-12 Maserati.

The young Italian drove a few laps at moderate speeds to warm up the flawlessly performing racing car. The Monza track was well known to the driver. It was the "home track" of the Italian racing car factories.

READY TO GO

As Castellotti passed the Ferrari group he raised his arm, signaling that he was ready for the speed run.

Entering the first S-turn, he traveled considerably faster than the customary 50 miles per hour prescribed for it. Beyond the shut-off point Castellotti drove the car at a rate of some 30 miles per hour faster, inteding to shift down rapidly, so as to reduce his speed and negotiate the tricky turn safely.

He shifted properly, but was unable to get the intricate maneuver completed in time. The car was out of gear and out of control. Castellotti never got into second.

The racing car ran off the concrete track onto the softer grass surface, turned over and finally came to rest on a small control station. Castellotti was thrown clear of the car, his safety helmet tore off, and he hit his head on the paved track.

On the way to the hospital Eugenio Castellotti died from the severe concussion.

LEARNED FROM ASCARI

Castellotti had been, besides Luigi Musso, the most promising young Italian driver. Born in October, 1930, he had first driven for Ferrari in 1951. The following year he won the Giro Sicilia and the sports car Grand Prix of Portugal. Then he drove, with Ascari and Villoresi for Lancia and learned much from the masterful Ascari.

With Fangio, Castellotti won the 12-hour Sebring event last year and the Italian won the Grand Prix of Rouen and of Imola. Driving a 3.5-liter Ferrari he won the Mille Miglia, perhaps his most impressive victory.

Castellotti always seemed more at ease and more successful in a racing sports car than a Formula I Grand Prix machine. Perhaps it suited his temperament better.

EUROPE RACING

(Continued from Page 5)

doubts in my mind as to their stockness.

SIMIAN BUSINESS

Then there is the case of the Zagato Guiliettas walking away from the normal Sprint Veloces at Monza and the sight of Abarth modified 600 Fiats mixed in with the very pretty Zagato versions of the same thing.

A lot of this monkey business can be explained by the rule for GT cars which allows a 10% weight difference from the production versions if fitted with a special body. Now Zagato claims that he gets all his results with body shape but any Giulietta that can lap within 5mph of a 300 SL and two Ferrari Europas (the winners!) at Monza has got a hell of a lot more than body shape. Watch for my article on Zagato. . .I gotta talk to that man.

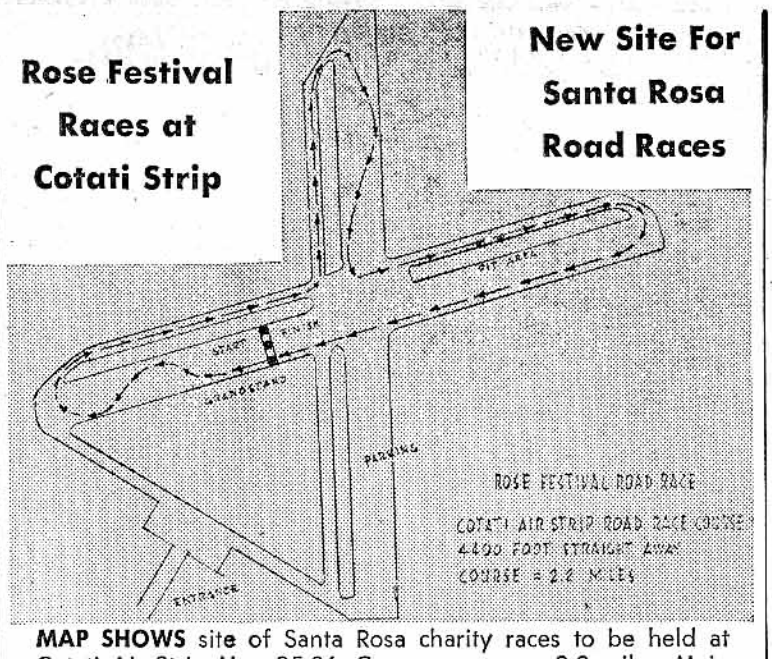
To Be Continued

AUSTRALIA FACTORY

A new assembly and distribution center for British David Brown tractors and implements has been established at Adelaide, South Australia.

Rose Festival Races at Cotati Strip

New Site For Santa Rosa Road Races



MAP SHOWS site of Santa Rosa charity races to be held at Cotati Air Strip May 25-26. Course measures 2.2 miles. Main strip is 4400 feet.

Santa Rosa Entries Boom

SANTA ROSA, Calif., May 15.—Entry list for the Rose Festival Road Races May 25-26 has climbed to nearly 150 cars.

Recent additions include John Von Neumann and Ken Miles. Von Neumann, who won the feature race at the first meet held here two years ago, will be driving a new Ferrari Testa Rossa. Miles will be at the wheel of a Porsche Spyder.

A third Southern California driver, John Porter, Newport Beach, drives a Porsche. Last year he finished third in the under-1500cc race, the Race of the Roses.

Other top drivers include John Fox and James Orr, both of Kentfield. Orr will be driving an AC Ace, Fox will be battling it out with the Spyders in his Lotus LeMans. Another Lotus driver will be James Lowe, who along with his wife, Marion, competes in the under-1500.

The 10 races will be held at the Cotati Airstrip, south of Santa Rosa. The 2-2-mile course has seven turns. The main straightaway is just a little short of a mile. Turn one, at the end of the straight, is more than a 90 degree right turn.

Races are being presented by the San Francisco Region of the Sports Car Club of America, in conjunction with two local organizations, the Highwaymen Sports Car Club and the Santa Rosa Junior Chamber of Commerce. The race is one of the feature events of the annual Luther Burbank Rose Festival.

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San Diego Race Charts

San Diego Road Races presented by San Diego Region of Sports Car Club of America and San Diego Junior Chamber of Commerce. Hour Glass Field, Miramar Naval Air Station. Course—1.82 miles. Complied by WOMEN'S SPORTS CAR CLUB. Data on non-finishers by PATTI BIEHL.

SATURDAY, MAY 4

RACE 1—Formula III. Laps: 5. Miles. 9.125.

Pos.	Car No.	Secs. Behind	Driver	Car	III
1	16	—	Geslin, Gene	Cooper Norton	1
2	101	10	Morrow, Harry	Cooper Norton	2
3	13	10.5	Holcomb, Geo.	Echo-Norton	3
4	96	21	Rogers, Dick	Cooper Norton	4
5	100	120	Frank, Jim	F & S Special	5

Did not finish—4 Rolf Roth, Cooper Norton, engine seized, burned midnight oil effecting repairs and won on Sunday; 45 Bob Myers, Cooper JAP, magneto trouble.

RACE 2—Production under 1300 cc and Sedans. Time: 10.10.8. Laps: 5. Avg.: 53.2. Miles: 9.125.

					F	G
1	263	—	West, Willie	Alfa Romeo Spyder		1
2	47	6	Lawrence, John	MG-TF		2
3	144	13	Wilson, Reg	Volvo	1	
4	74	17	Dair, Jack	Volvo	2	
5	156	25	Kastner, R. W.	MG-TD		3
6	120	29	Bythiner, Klaus	Alfa Romeo		4
7	60	34	Gray, L. G.	MG-TD		5
8	17	37	Moar, Marvin	Simca		6
9	33	49	Hensley, Cliff	MG-TD		7
10	3	51	Erickson, W. E.	MG-TD		8
11	15	62	Roehr, Ken	MG-TD		9

Did not finish—18 John Cook, Goliath, broken distributor flange.

RACE 3—Productinon E and F. Time: 9.10.0. Laps: 5. Avg. 59.75, Miles: 9.125.

					E	F
1	11	—	Von Neumann, John	Porsche Carrera	1	
2	113	1.5	Bracker, Lew	Porsche Carrera		1
3	48	2	Crowder, Gordon	AC Bristol	2	
4	31	32	Bucknum, Ron	Porsche Spdstr.		2
5	174	37	Shillam, Dennis	Porsche Spdstr.		3
6	193	39	Shutes, Betty	Porsche		4
7	19	40	Michelmore, D.	Porsche		5
8	200	44	Dantzseher, Bill	Mistrial MG	3	
9	213	45	Dort, Jack	Arnolt Bristol	4	
10	7	47	Watkins, Bill	Arnolt Bristol	5	
11	72	51	Moore, Jim	Porsche Super		6
12	77	65	Brown, Hatch	Alfa Romeo	6	
13	128	88	Scurlock, Robt.	MG-A		7
14	69	96	Demetras, George	MG-A		8
15	34	155	Montonen, H.	Porsche Super		9

Did not finish—131 Jim Parkinson, MG-A, lost oil pressure.

RACE 4—Modiifed E, F, G and H. Time: 8.52.3. Laps: 5. Avg. 61.7. Miles: 9.125.

					E	F	G	H
1	50	—	Miles, Ken	Porsche Spyder		1		
2	49	3	Drake, Bob	Cooper Climax		2		
3	44	4	Monise, Frank	Lotus Mk. XI			1	
4	63	18	Lozano, Ignacio	Lotus Le Mans			2	
5	59	23	Oker, Bob	Frazer Nash	1			
6	91	37	Mayer, Harvey	Lotus Mk XI			3	
7	169	38	Porter, John	Porsche Spyder		3		
8	90	39	Oddous, Jean	Lotus VI			4	
9	23	43	Timanus, John	Lotus MG		4		
10	53	44	Knowe, Bill	Lotus Mk XI			5	
11	147	46	Morrell, R. W.	Osca		5		
12	27	48	Conklin, Skip	Lotus Climax			6	
13	39	49	Leyden, Bill	TR-2 Spec	2			
14	65	50	Destabelle, Ray	Monzetta				1
15	60	52	Gray, Morton	MG-TD			7	
16	00	80	Buchanan, Geo	Osca		6		
17	87	98	Patterson, Dean	Crosley Spec.				2
18	134	112	Burhop, Don	VW Spec.			8	

Did not finish—none.

SUNDAY, MAY 5

RACE 1—LADIES' RACE—Time: 15.38.8. Laps: 8. Aver.: 56.2. Miles: 14.6.

Pos.	Car No.	Secs. Behind	Driver	Car	E	F	G
1	193	—	Shutes, Betty	Porsche Super		1	
2	200	1	Davis, Mary	TR-2	1		
3	1	15	Baker, Sunnie	Porsche		2	
4	17	90	Harding, Kay	Simca			1

Disqualified—61 Rose Nelson, Morgan, no goggles or face screen.

RACE 2—PRODUCTION under 1300cc and sedans. Time: 30.45.4. Laps: 15. Aver.: 53.2. Miles: 27.375.

					F	G	H	Sedan
1	263		West, Willie	Alfa Romea		1		
2	144	.34	Wilson, Reg	Volvo				1 F
3	156	.37	Kastner, R. W.	MG		2		
4	120	.46	Bythiner, Klaus	Alfa Romeo		3		
5	74	.49	Dair, Jack	Volvo				2 F
6	15	.65	Roehr, Ken	MG		4		
7	33	.82	Hensley, Cliff	MG		5		
8	2	1L .28	Herrmann, Ken	VW Ghia				3 G
9	18	1L .28.2	Cook, J.	Goliath				4 H
10	60	1L .65.7	Gray, Leudel	MG		6		

Did not finish—3 Ed Erickson, MG, lost oil presure 6th lap; 17 Marv Moar, Simca, swallowed a valve 3rd lap; 47 John Lawrence, MG-TF, retired fairly early in race.

RACE 3—PRODUCTION—Class E and F. Time: 31.4.7. Laps: 17. Aver.: 60.1. Miles: 31.025.

					E	F
1	11		Von Neumann, John	Porsche Carrera	1	
2	48	16	Crowder, Gordon	AC Bristol	2	
3	113	39	Bracker, Lew	Porsche		1
4	200	82	Dantzscher, Bill	TR-2	3	
5	213	84	Dort, Jack	A Bristol	4	
6	174	95	Shillam, Dennis	Porsche		2
7	7	107	Watkins, Bill	A Bristol	5	
8	193	121	Shutes, Betty	Porsche		3
9	61	1L 16	Levitt, Dan	Morgan	6	
10	19	1L 24	Michelmore, D.	Porsche		4
11	77	1L 51	Brown, Hatch	Alf Romeo	7	
12	72	1L 81	Moore, Jim	Porsche		5
13	69	2L 46	Demetras, George	MG-A		6
14	128	2L 99	Scurlock, Bob	MG-A		7

Did not finish—31 Ron Bucknum, Porsche, blew crankcase 4th lap from finish; 34 Henry Montonen, Porsche, lost clutch 2nd lap; 131 Jim Parkinson, MG-A, lost oil pressure.

RACE 4—FORMULA III. Time: 26.55.6. Laps: 15. Aver.: 61.2. Miles: 27.375.

					III
1	4		Roth, Rolf	Cooper	1
2	16	0.5	Geslin, Jean	Cooper	2
3	96	70	Rodgers, Dick	Cooper	3
4	13	1L 43	Holcomb, George	Echo Spec.	4

Did not finish—45 Bob Myers, Cooper, hit hay bale; 100 Jim Frank, Norton Special, black-flagged for a dragging radius rod; 101 Harry Morrow, Cooper Mk 9, very expensive noises, causes unknown.

RACE 5—MODIFIED—Class G and H. Time: 21.10.4. Laps: 12. Aver.: 62.1. Miles: 21.9.

					G	H
1	44		Monise, Frank	Lotus Mk. XI	1	
2	63	14	Lozano, Ignacio	Lotus Mk. XI	2	
3	53	45	Knowe, Bill	Lotus	3	
4	65	178	Destabelle, Ray	Panhard Spec.		1
5	15	1L 58	Roehr, Ken	MG	4	
6	87	1L 72	Patterson, Dean	Crosley Spec.		2
7	156	2L 135	Kastner, R. W.	MG	5	

Did not finish—47 Jack Dair, MG-TF, broken gear shift lever; 90 Jean Oddous, Lotus, broken rear axle coupling; 91 Harvey Mayer, Lotus Mk. 9, burst rear end at start; 263 Willie West, Alfa Romeo, broken exhaust manifold.

RACE 6—Class E and F Modified. Time: 20.28.0. Laps: 12. Aver.: 64.2. Miles: 21.9.

					E	F
1	50		Miles, Ken	Porsche Spyder		1
2	59	40	Oker, Bob	Frazer Nash	1	
3	11	63	Von Neumann, John	Porsche Carrera	2	
4	147	64	Murrell, Bob	Osca		2
5	48	91	Crowder, Gordon	AC Bristol	3	
6	39	1L 17	Leyden, Bill	TR-2 Spec	4	
7	23	1L 30	Timanus, John	Lotus MG		3
8	200	1L 62	Dantzscher, Bill	TR-3	5	
9	66	2L 06	McQuilken, Don	MG Spec.	6	
10	49	3L 01	Drake, Bob	Cooper Climax		4

(Continued on Page 9, Cols. 1-2)

Patti's Clipboard

By PATTI BIEHL

San Diego Road Races, May 4-5, SCCA San Diego Region, Hour Glass Field, Miramar Naval Air Station — NOTES—

Saturday during the Formula III race, **Harry Morrow** lost 3rd gear and had to run without it Sunday. **Bob Myers** swapped engines during the night — these Formula III boys all seem to have an extra engine in their back pocket!

Practice was expensive for **R. J. Plass**, who retired with a broken ZF differential in his Osca; then to make matters worse a hay bale got up and fought with his Mistrial MG, inflicting a sheared shock bolt

Dan Levitt withdrew his Morgan during practice with lower end troubles.

John Porter had the misfortune to bend a valve leaving the impound area Saturday, thereby benching (hammocking?) himself for the rest of the meet.

One of the entrants in the Ladies' Race had to withdraw her Wiemar Volkswagen from the starting grid due to a leaking oil seal. It was a "crushing blow" to **Barbara Burhop**, who was the first gal to get her entry in. It also precluded **Don Burhop** from racing later in the day.

Neat trick of the week — **Ray Destabelle** burned a hole in a piston in the Monzetta Panhard during the G and H Modified Races, but still managed to collect a first in class.

Harvey Mayer, in an effort to head the very rapid **Frank Monise** Lotus, at the start, ended up with his differential all over the circuit and with some pieces sticking in the back of his seat. Car seat, that is, although it was a close thing!

Don McQuilken drove all his races Sunday with just first and fourth gears remaining in his Gary-Triumph Special. He finished strong after a rather hairy ride.

The **John von Neumann-Ken Miles** team brought their large van — good they did, too, as they needed all that room to carry home the hardware.

Morale in the pits was good all weekend except for a little muttering about the discrepancies of the races in the program and those actually run. On Saturday, after the FIII race, the Prod MG race was changed to under-1300cc Prod and Sedans, and then two more races were added, Class E and F Prod and a Modified, all classes. This made four 5-lap races on Saturday. On Sunday, the schedule Prod Class G and H and Prod Sedan race were combined and a Ladies' Race added. These changes were made because of a smaller entry list than was expected. This worked to the drivers' advantage, as each got an extra race.

Betty Shutes did right well—first in the Ladies' Race and third Class F in the E and F Modified race.

Of 133 drivers starting in 11 races, only 24 dropped out — and of these 24, only 1, the Plass Mistrial MG due to fender crunching. A very safe weekend.

At the Victory banquet, Race Chairman **John Biehl** was awarded the Order of the Garter by the WSCC—a signal honor and very much appreciated.

Fashion note: Gondola hats Saturday in the sun and Toggle coats or bulky sweaters during Sunday's slight coolness.

INDY 500 RACE NOMINATIONS

(Continued from Page 1)

Driver	Car Name
Jimmy Reece, Speedway, Ind.	Hoyt Mch. Spl.
Don Freeland, Los Angeles, Calif.	Ansted-Rotary Spl.
Troy Ruttman, Lynwood, Calif.	John Zink Spl.
Jud Larson, Tulsa, Oklahoma	John Zink Spl.
Bob Veith, Oakland, Calif.	Bob Estes Spl.
Van Johnson, Anaheim, Calif.	Chapman Spl.
Freddie Agabashian, Walnut Creek, Calif.	Bowes Seal Fast Spl.
Johnny Boyd, Fresno, Calif.	Bowes Seal Fast Spl.
Jim Rathmann, Miami, Florida	Chiropractic Spl.
Dempsey Wilson, Hawthorne, Calif.	Martin Brothers Spl.
Marshall Teague, Daytona Beach, Florida	Sumar Spl.
Pat O'Connor, North Vernon, Ind.	Sumar Spl.
Dick Rathmann, Trenton, N.J.	Sumar Spl.
Jack Turner, Seattle, Wash.	Bardahl Spl.
Al Keller, Greenacres, Florida	Bardahl Spl.
Cliff Griffith, Indianapolis, Ind.	Seal Line Spl.
Johnny Thomson, Boyertown, Penn.	D-A Lubricant Spl.
Johnnie Parsons, Van Nuys, Calif.	Agajanian Spl.
Mike Magill, Haddonfield, N.J.	Dayton Steel Foundry Spl.
Jimmy Bryan, Phoenix, Ariz.	Dean Van Lines Spl.
Billy Garrett, Los Angeles, Calif.	Federal Engineering Spl.
Jim McWithey, Anderson, Ind.	Federal Engineering Spl.
George Amick, Venice, Calif.	Federal Engineering Spl.
Bud Clemons, Riverside, Calif.	Chiropractic Spl.
Andy Linden, Indianapolis, Ind.	McNamara Spl.
Gene Force, Richmond, Ind.	Shannon Brothers
Chuck Weyant, Springfield, Ill.	Jim Robbins Spl.
Andy Furci, Brooklyn, New York	Ray Brady Spl.
Eddie Sachs, Allentown, Penn.	Ray Brady Spl.
Bob Christie, Grants Pass, Oregon	Jones & Manly Spl.
Sam Hanks, Pacific Palisades, Calif.	Belond Exhaust Spl.
Johnnie Tolan, Norwalk, Calif.	Greenman-Casale Spl.
Rodger Ward, Los Angeles, Calif.	Wolcott Spl.
Bill Cheesbourg, Tucson, Arizon	Gerhardt Spl.
Jimmy Daywalt, Speedway, Ind.	Helse Spl.
Gene Hartley, Indianapolis, Ind.	Massaglia Hotels Spl.
Don Edmunds, Anaheim, Calif.	Viking-Craft Spl.
(No Driver)	McNamara Spl.
John Fredricks, Royal Oak, Mich.	Gdula Spl.
(No Driver)	Central Excavating Spl.
Johnny Baldwin, Los Angeles, Calif.	Central Excavating Spl.
(No Driver)	Morgan Engineering Spl.
Giuseppe Farina, Torino, Italy	No Name
(No Driver)	Safety Auto Glass Spl.
(No Driver)	Schmidt Spl.
Al Herman, Centerville, Penn.	Dunn Engineering Spl.
Tony Bettenhausen, Tinley Park, Ill.	Novi Automotive Air Condt. Spl.
Paul Russo, Canoga Park, Calif.	Novi Automotive Air Condt. Spl.
Elmer George, Indianapolis, Ind.	Travelon Trailer Spl.
(No Driver)	Ed Walsh
(No Driver)	Sclavi & Amos Spl.
Cal Niday, Pacoima, Calif.	Trio Brass Foundry Spl.
Ray Crawford, Pasadena, Calif.	Mirror Glaze Spl.
Leroy Warriner, Indianapolis, Ind.	McKay Spl.

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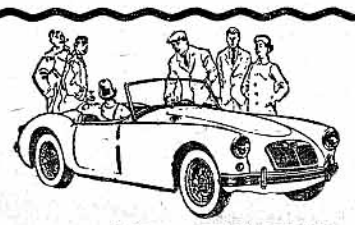

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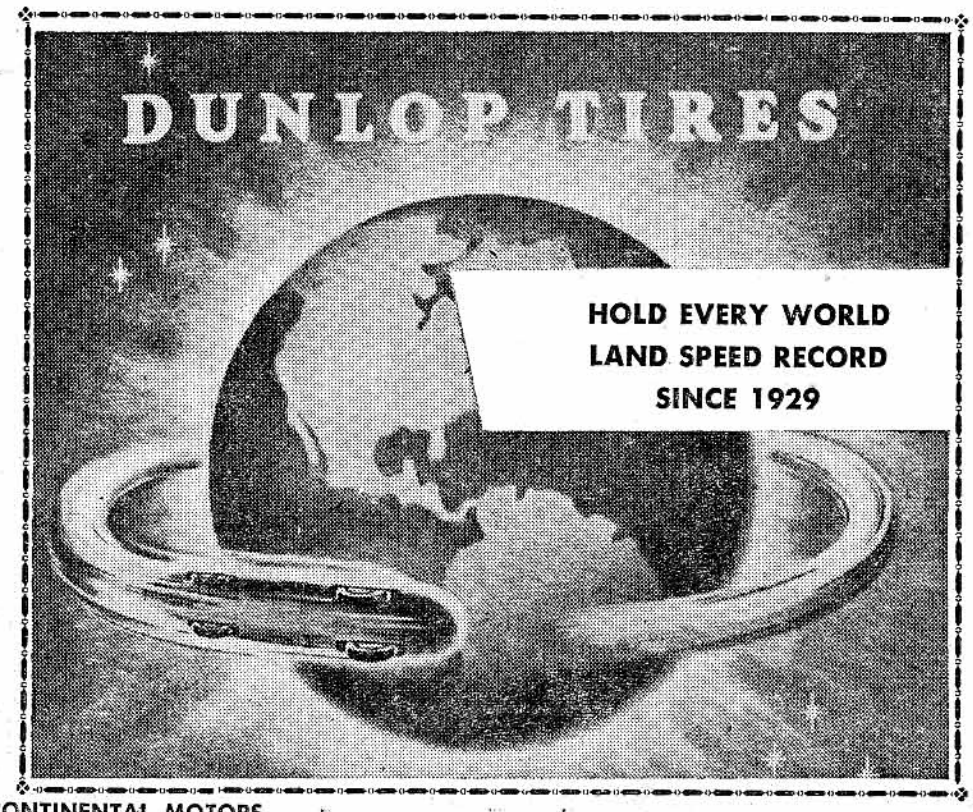

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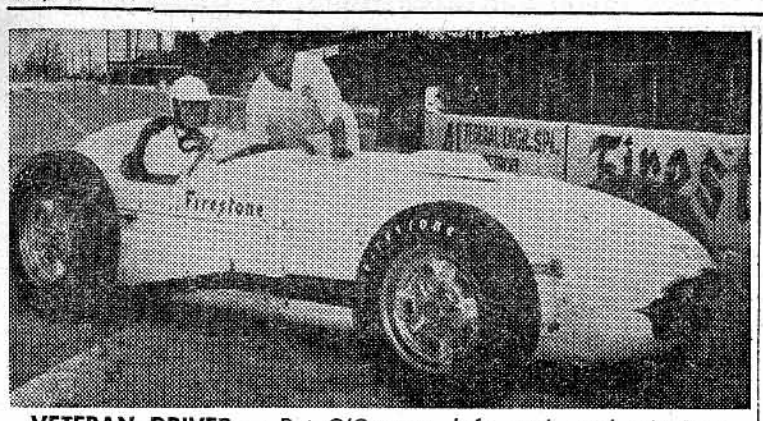

VETERAN DRIVER — Pat O'Connor, left, and mechanic Ray Nichels with powerful Indy car which has been testing American race tires at Monza, Italy. Firestone racing crew wants to determine safest tires for June 29 running of International 500 race in which U.S. drivers compete against Europeans.

San Diego Race Charts

(Continued from Page 8)

Did not finish—00 George Buchanan, OSCA, overheating; 7 Bill Watkins, Arnolt Bristol, running hot.

RACE 7—Class E, F, G and H Modified. Time: 60.41.5. Laps: 36. Aver. 65.0. Miles: 65.70.

						E	F	G	H
1	50			Miles, Ken	Porsche Spyder		1		
2	59	1L	51	Oker, Bob	Frazer Nash	1			
3	63	1L	63	Lozano, Ignacio	Lotus			1	
4	11	1L	78	Von Neumann, John	Porsche Carrera	2			
5	53	2L	35	Knowe, Bill	Lotus			2	
6	48	2L	77	Crowder, Gordon	AC Bristol	3			
7	200	5L	99	Dantzseher, Bill	TR-3	4			
8	66	5L	116	McQuilken, Don	Gary Spec.	5			
9	156	7L	66	Kastner, R. W.	MG			3	
10	15	7L	93	Roehr, Ken	MG			4	
11	87	7L	123	Patterson, Dean	Crosley Spec.				1
12	129	8L	115	Bythiner, Klaus	Alfa Romeo			5	

Did not finish—44 Frank Monise, Lotus, blew a piston on turn 3, sending up a tower of blue smoke; 49 Bob Drake, Cooper Climax, transmission locked in gear; 39 Bill Leyden, Triumph Special, broke rear axle at start; 23 John Timanus, Lotus MG, blew head gasket.

WIFE HATE YOU?

Garage and backyard loaded with unwanted, discarded items? Sell it all with **MOTORACING** classified ads. Low rates, fast results.

CHESTER, England—Prevented from holding their 150-mile motor trial because of gasoline rationing, British automobile race drivers recently reverted to bicycles.

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PARAMOUNT'S recent "SIERRA SKY RANCH RALLY(E)" (spelled without the "E" by special request from Rallymaster JOHN MARSCHALK & "LUCEY-HEALEY") was the greatest ever . . . Highly recommended THE SKY RANCH for a more lengthy stay—the food (included with lodging fee) was simply wonderful — all you could eat, family-style, with homemade butter; their "plain-old-milk" is richer than L.A.'s best Half & Half!

P.S. "RILEY," the calf, is fat & happy since his recent arrival during the RILEY CLUB'S recent visit there.

Saturday's rallye got everyone lost—and you ain't been lost till you're lost in a forest where all the trees look alike! Winners: 1st—ALVIDA & BOB LANE; 2nd — BILL & "ILSE-PORSCHE" NEWMAN; 3rd — BARBARA & DAVID BYRD . . . 1st Guests: JACK & IRENE NEDELMAN (who're entering the MONTE CARLO rallye this summer during European vacation, lucky people) . . .

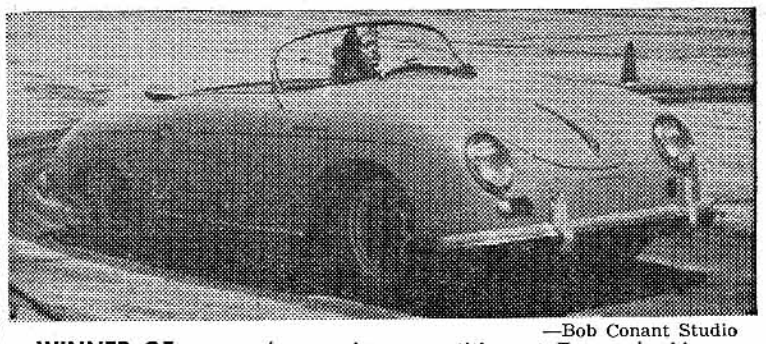
Sunday A.M.'s YOSEMITE GAGGLE toured us through Glacier Point, Wawona Tunnel, and the Famous Tunnel Tree—same as the old "HORSESHOE ROUTE" started back in 1877 via Horse Stages; and in the 1920s via Pierce Arrow Autos, and now in 1957 via Sports Cars . . . And what music—the "melody" of sports car mufflers resounding against the mammoth granite walls of Yosemite Valley!!!

PARAMOUNT'S July weekend event, headed by LUIGI-300SL-LURASCHI will be strictly navigational, sezzee, with 974 speed changes on each leg, including one whole leg in REVERSE GEAR! So the beefers can start beefing now! . . . We'll keep you posted, thanks to MOTORACING.

Introducing MGM SCC's beautiful new emblem (Leo-The-Lion's Profile) resulting from their Art Dept. contest. Their DILLY DALLY RALLYE last Sunday was non-navigational, especially to give newcomers the "feel" of sports and JOHN ELIZALDE, Secy., along with TONY, are "Familiar Faces at car events (no car-sick navigators, either). . . . Turns out that TONY LORETTE, Pres., is former classmate of GUS VIGNOLLE'S, from Venice Hi-school back in ???? (we'll never tell when.) CARROLL KNUDSON, V. P., the Races," in charge of SCAA's Impound Area (saw 'em all at Palm Springs). At their recent membership meeting a surprise screening of 20th-Fox's THE RACERS was held and enjoyed by all, even a second time . . . TONY is up to his sombrero right now, planning a big inter-studio ENSENADA RALLYE, and we'll keep you posted on this, too.

STUDIO CLUB RACE ENTRIES for Santa Barbara: JOHN "JEAN PIERRE" HATHORN'S Austin-Healey No. 74, and "HAPPY" HARRY HOGAN in his brand new MG-A . . . BLANCHE BAKER peeled all the paint off her MG-A with her own little hands, just to have it painted "Ferrari-Red", and has even offered to let PHIL HILL race it, even tho the color turned out to be SHELBY-Ferrari-Red!

NEXT EVENT: PARAMOUNT & 20TH-FOX combine forces for "THE FUN RALLYE" (non-navigational), SATURDAY A.M. May 25th, starting at the parking lot across from Paramount's DeMille gate, 5451 Marathon Street, Hollywood. GUESTS WELCOME—$1.50 per car . . . "Jesters" JACK TITUS, JACK GARCIA & BOB LANE have some rare tricks up their sleeves, so don't enter unless you can "take it!" See you all then? Call JACK TITUS—HO. 9-2411, Ext. 597 for further info.



—Bob Conant Studio

WINNER OF women's race in competition at Tonapah, Nev., between Reno and Las Vegas Sports Car Clubs was Marcielle Hansen in Porsche. Reno drivers won 11 of 13 class trophies, returning 3-ft. Oden-Holland State trophy to Reno. Competition was on twin ghymkhana courses.

Cheer for Gals

Special bouquets were given members of the Women's Sports Car Club at the SCCA Palm Springs Victory Banquet for their work "above and beyond" the call of duty. Several drivers mentioned they appreciated the work of these women, who braved the "sandblasting" in order to fulfill their responsibilities of communications, technical inspection clerical work, pass desk, scoring and preparation of results for the press.

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MORLEY KASLER, owner of Ecurie Kasler, installs one of first imported "Raydyot" racing mirrors on Porsche Carrera which Lew Bracker drove to victory recently at Palm Springs. Mirror was specifically designed and manufactured by Vilem B. Haan, foreign car accessories who are sole U.S. distributor.

VON NEUMANN FIRM TOPS FIELD

(Continued from Page 1)

and in the previous race for Class E and F modifieds he was last, re-entering after a pit stop. At least he gave it a try, which is commendable, for this writer knows a few "big-shots" (?) who, if they can't finish first or close to that, pull into the pits and then give you some palaver about the trom-trom coupling with the dooflop tryplex being out of order.

SOFT WAY OUT

This is a soft way out, or their *modus operandi* of not being made to look bad.

Miles got out there at once and kept booming his lead until at the end of 36 tours he had lapped the entire field.

Bob Oker, whose battered AC Bristol had not yet arrived from Hawaii, drove Bill Muse's Frazer-Nash and finished second by 1 lap and 51 seconds. Next came Ignacio Lozano, Lotus; von Neumann, Porche Carrera, and Bill Knowe, Lotus.

Miles averaged 65mph for the 65.70 miles.

Frank Monise was up there in second place early in the going when he blew a piston on turn 3, sending up a tall plume of blue smoke. After Hawaii, there was an anxious moment or two.

Drake passed Monise for second on the fifth lap, and went out on the 29th, when he was far back behind the leader.

Miles also won the 20-minute race for E and F modifieds, with Oker and von Neumann following far back. Monise took the G and H go for modifieds. Rolf won the Formula III race.

Von Neumann, after a spirited duel with Lew Bracker, also Porche Carrera, finished 16 seconds in front of Gordon Crowder, AC Bristol, in the E and F produc- Roth won the Formula III race. tion race. Lew faded back to third.

Willie West, Alfa Romeo, captured the whirl for under-1300cc productions and sedans, Reg Wilson, Volvo, finishing second and topping the saloons.

BETTY A WINNER

Lively Betty Shutes, beside herself for her first overall victory, drove her Porsche Super to a one-second win over Mary Davis, Triumph TR-2, in the race for the alleged weaker sex.

Yesterday, Miles beat Drake by 3 seconds, while other winners were von Neumann; Willie West, Alfa Romeo Spyder, and Gene Geslin, Cooper Norton.

One of the unjustifed beefs was that the races didn't conform with the program. The entry was smaller than expected, so they added races, which was to the drivers' advantage, since they each got an extra race. And more action for the fans, so who's nuts?

The other bellowing came from a youth, renowned for his pop-offs. He was hollering all over the joint about von Neumann's Carrera not being stock. He squealed like a stuck pig about a protest, but nothing was done.

The Carrera was the 1.5 that Von Hanstein and Linge drove to 31st overall at Sebring. This scrivener talked to von Neumann about it. He said the 1529cc GT Porsche weighs 150 pounds less than the regular Carrera, or about 1800. It has RS wide brakes in the front and special exhaust. It has Weber carbs and the engine is the same. Body is all steel and not aluminum as it was claimed.

10 MORE HORSES

Throught carburetion and exhaust, John was able to gain 10 additional horsepower, bringing the machine up to 120.

If this makes the car modified, it should have been nailed at scrutineering or the protest should have been made.

Johnny McDonald, race expert for the San Diego Union, said the Jaycees threw all their debts into this one budget instead of spreading it out over a couple of races — and that was why it hurt. But, he added, the catch was that they had new fencing, oil-sealing and other expenses to open the new course. And the next show will not be quite as expensive.

Pro Races Set

Road Racing Register, up-and-coming professional sports car racing group, stages another program of races Saturday and Sunday, June 1-2, at Minter Field, Bakersfield.

Harley Etchison, driving a James Imports Triumph TR-3, and Johnnie Peters, Porsche Super Speedster, remain solid favorites in their respective classes.

Saturday admission will be $1.00 and Sundays $2.00 with children under 12 free. Course is 2.3 miles.

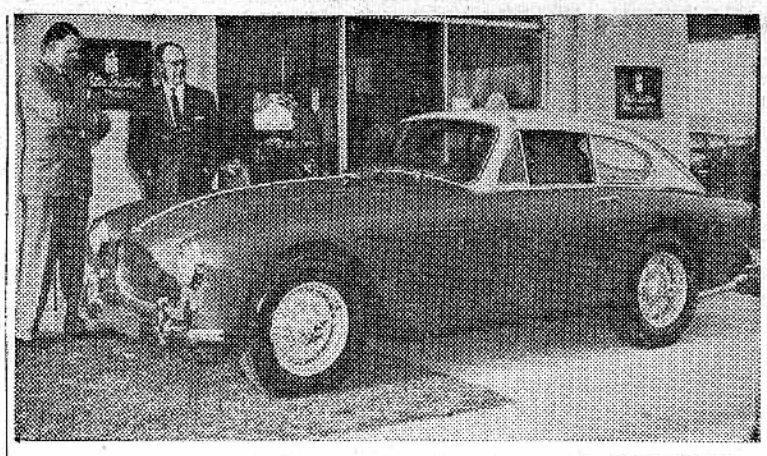
CALENDAR

MAY

17—URA Midget auto race, Gardena Stadium, trials 7 p.m., racing 8:30 p.m.
18-19—CSCC Sports Car Road Races, Santa Barbara.
18—NASCAR convertible race, Gardena Stadium, 8:30 p.m.
18-19—SCCA Steel Cities Race, Cumberland, Md.
19—CJA Jalopy Derby, Gardena Stadium, 2 p.m.
19—Monaco Grand Prix, Monte Carlo.
25-26—San Francisco SCCA Sports Car Road Race, Santa Rosa.
26—Nurburgring, 1,000 kilometers.
29—NASCAR Late Model stock car race, Gardena Stadium, 8:30 p.m.
30—Indianapolis "500".
30—CRA Sprint cars, Gardena Stadium, 8:30 p.m.
30—NASCAR Late model stock car race, Saugus Stadium, 8:30 p.m.

JUNE

1-2—Triple "R" Sports Car Road Races, Bakersfield.
1-2—Utah SCCA Great Salt Lake Road Races, Salt Lake Airport No. 2, Midvale, Utah.
2—Belgian Grand Prix (Francorchamps.
2—Ft. Worth SCCA Sports Car Road Races, Ft. Worth, Texas.
7-8—British Empire Motor Club Canadian Carrera, Harewood Acres, 10 miles east of Simcoe, Ontario.
8-9—New York SCCA Sports Car Road Races, Lime Rock, Conn.
8-9—CSCC Sports Car Road Races.
16—Dutch Grand Prix, Zandvoort.
22-23—Le Mans 24-hour Race.
22-23—Chicago SCCA National Sports Car Road Races, Elkhart Lake, Wisc.
29-30—San Francisco SCCA Sports Car Road Races, Santa Clara.



—J. Allen Hawkins

ADMIRING NEW Aston Martin DB2-4 Mk. III are John Wyer, left, director of Aston Martin, here recently from England, and Peter Satori, importer and distributor of car. Built by David Brown Co., England, car made its U.S. press debut recently at Peter Satori's, Pasadena.

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Porsche Run Big Success

Despite a downpour on Saturday, last weekend's Porsche Owners Club's second annual Carrera de la Amistad to Ensenada, Baja California, Mexico, was a big success.

One hundred sixty-five cars, involving some 350 people, participated.

The live-wire group was escorted across the border by Mexican Government officials. The Sunday slalom was won by Bob Greenland, Reseda, in a Porsche coupe 1500.

Comprehensive written and pictorial coverage of the run will appear in next issue of MOTORACING.

FOR SALE

4.9 FERRARI with new light weight chassis. Real bargain. Tony Parravano, 1635 Centinela, Inglewood, Calif.

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Geneva Automobile Show:

Sports Car Bodywork Picks Up

By Henry N. Manney III
Motoracing Staff Correspondent

GENEVA, Switzerland — Switzerland, which is in the middle of everything and has a bit of everybody's money, is naturally one of the best buyer's shows in Europe because they have no home automobile interests to protect and therefore assess no protective tariffs.

All cars that come in must pay duty, to be sure, but it is rated on a combination of weight and horsepower. Therefore, the Swiss, who have a reputation for demanding good value for their money, have the best and most uncomplicated choice of anyone.

Consequently, the big producing combines of BMC, Rootes, GM, Chrysler and Ford and the larger independent like Fiat, VW, Mercedes, Renault and Simca all make a big effort to get their products before the public. As far as we are concerned, the mixture was pretty much the same as before in the daddy car dept; anything "new" being hashed over versions of last year's models. All of this, in due time, will be fully reported to you by those journals which specialize in gilding the manufacturer's lily for him.

LANCIA WAKES UP

There was quite a bit of special bodywork in the sports car exhibits; Lancia seems finally to have gotten off the dime on their well-built but nondescript Appia and commissioned several body bashers to dress the auto up a little bit.

One of the prettiest of these was by Zagato of Milan who makes a very shapely coupe out of it and will build you a real light one to go racing in class G for around Four.

Vignale showed a convertible on the same chassis and also Farina's stand was a hard-top Giulietta Spyder which succeeded in looking more un-graceful than the MG hardtop.

Next to it was the much ballyhooed Lotus with body by Ghia-Aigle. . . this was supposed to have been a coupe and looked pretty good like that. As it turned out, it was a roadster with Ferrari Monza front and Giulietta rear; the marriage, in my opinion, not being altogether successful.

A LITTLE BOMBA!

In the category of little cylinders there were, of course, a great number of motorized Easter eggs like the Heinkel, new 300cc BMW, Isetta, etc. My greedy wife spotted what looked like a teeny tiny Alfa but it turned out to be the Isard (Goggomobil) coupe made by Hans Glas of Dingolfing. This little bomba (thank you, Gus) boasts of 293cc vertical twin two stroke which drives the front wheels through a four-speed preselector box; all the buzzing results in some 60mph and if it goes anywhere near as good as some versions of its parent Goggomobil, which have run in rallies this year, it will be a real fun car. Price in Switzerland without duty around a thousand.

Only other convertible machinery was the 750cc Abarth-Fiat with Zagato coupe body which features the Bobbie Roof for about 27. They go, too.

Among the bigger bangers Aston Martin broke loose with their new Mk 111 DB 2 which looked much the same as before but has a hotter three-liter engine and an expanded metal grille based on the DB 3 which rather ruined the looks. The car, however, is still an Aston and has a fine finish

A little ways away was the sparkling 3.2 V8 BMW sports with removable hardtop. This automobile is really sexy and if you feel like massaging a five-speed box and have the price of a 300SL (plus a little), you will have to beat the gals off with a stick.

Maserati showed a couple of rather undistinguished 3½-liter coupes which were getting absolutely no action whatsoever from the populace. . . they looked as if a Thunderbird had mated with a 300SL, what with side air vents in the fender, etc.

HORRID FERRARI

Ferrari had an absolutely horrid roadster with a Monza nose and cut down doors like the MG-TC; right next to it was the normal coupe which is very handsome and makes the other look more tacky yet.

I will also add in the news that Jaguar has gone hot rod and dropped their 3.5 liter engine in the 2.5 chassis. To cope with the extra BTUs, the grille is bigger and things are beefed up here and there but as it is both smaller and lighter than the Mk 7, it should really go.

The biggest crowd attractor was the new 300SL roadster which was very handsome indeed even if a little South Central in the chrome dept. It has more or less normal doors, a collection of trick instruments that work by columns of colored fluid (wait till Detroit gets hold of that one!), and the low pivot swing axle rear end which was used on the race cars. No price as yet, fellas, so quit crowding.

BRAKES FORCE AK MILLER OUT

(Continued from Page 1)

the National Hot Rod Association, Wally Parks, plus lots of support from the fine citizenry of Whittier.

Some $15,000 went into the project, which included sending Miller, Harrison and the car to Italy.

In the first Pan American he was forced out about halfway, was eighth the next year and fifth overall out of 28 cars that raced in 1954. The original Caballo was an Olds-powered machine.

With Hilborn fuel injection, the big, slightly-modified Chrysler powerplant is 392 cu. in., or about 6½ liters. The Chassis is a Kurtis product.

A tremendous body job was done by Jack (Willie) Sutton, the So Oxford St. Chieftain of Race Car Development, recognized as one of the best in the business.

He effected big improvements over the earlier model, which put out 280 horses, particularly in weight distribution and aerodynamics. Jack designed and built the entire all-alumihum body.

Weight was cut down from 2800 to 2100 pounls, most of the saving coming in the body and frame. Body of the new machine weighs 100 pounds.

An early woe came when fire broke out at Ak's garage last Jan. 28. It was caused by a gasoline leak and the car was all but destroyed after one full year of hard, steady work. They said the car would never be ready for the Mille Miglia—the 1000-miler—most famous of all cross country races from Brescia in the north, down the Adriatic coast, to Pescara, across to Rome and up around the Apennines to the windup at Brescia.

Part of Miller's pit crew were Pete Coltrin, of Pasadena, and Chuck Jones, of Santa Ana.

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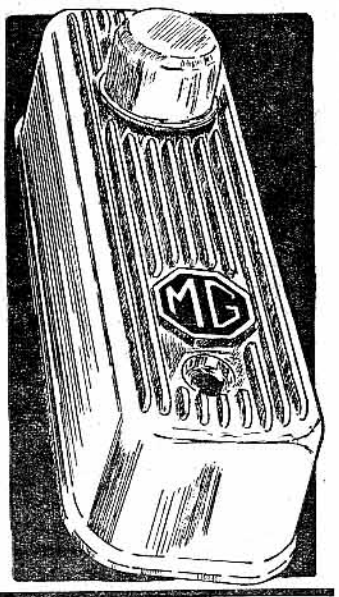

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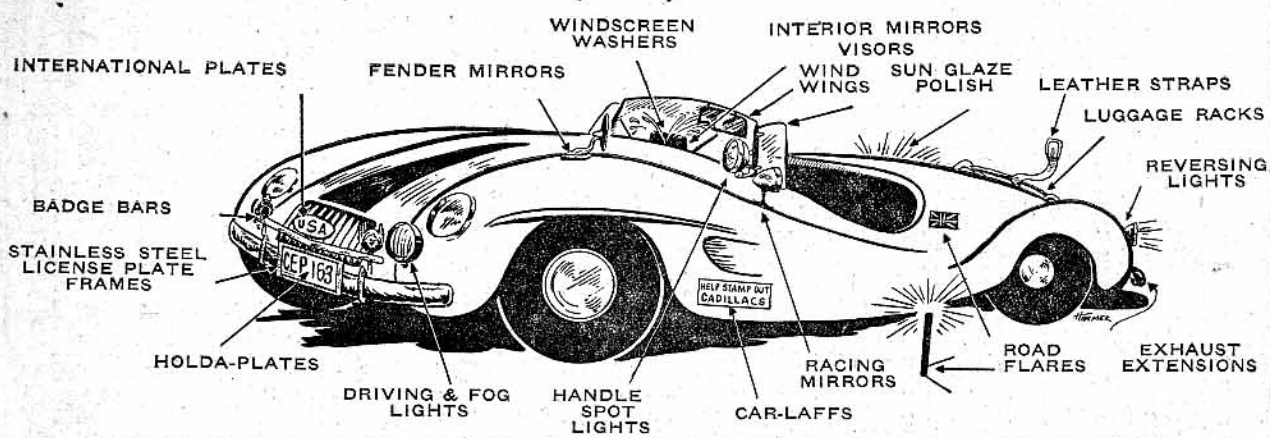

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